Iowa

Trolleys

Norman Carlson, Editor Robert J. Levis, Research Coordinat

Bulletin 114 of the Central Electric Railfans' Associatio

ABOUT IOWA TROLLEYS:

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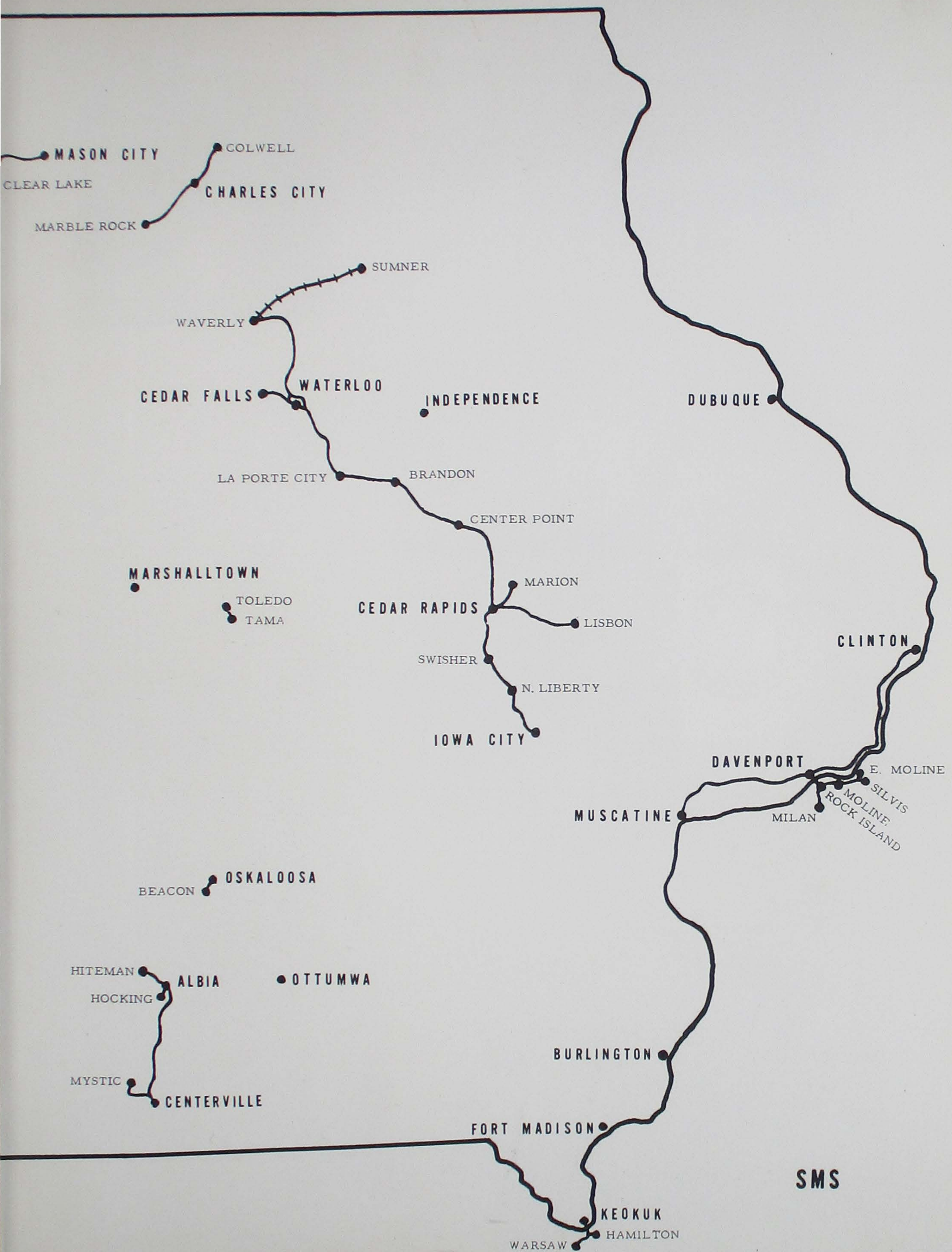
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Norman Carlson, Editor

Robert J. Levis, Research Coordinator

Bulletin 114 of the Central Electric Railfans' Association

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Acknowledgments

Compiling *Iowa Trolleys* was an enjoyable experience. The book represents the combined efforts of over seventy-five persons who recall, with pleasure, the electric street railways and interurbans of the past.

This publication was first proposed as an updated reprint of our Bulletin 100, *Electric Railways of Iowa.* Bob Levis suggested that a new book might be more appropriate. As Bulletin 100 is only the second published work on the topic, considerable research was necessary. Perhaps imbued with the thought of extended coverage on his native state, Bob volunteered as research coordinator.

Following completion of Bulletin 112, *TM*, Joe Canfield became the project manager. Under his guidance the manuscript was begun, and photographs, rosters, and map data flowed to Chicago. It was quite a shock to us and the project when Joe told of his transfer to Brussels.

We would like to express thanks to those who willingly assisted the editor when he replaced Joe. A special note of thanks is due to George Krambles. Despite his incredibly busy schedule George was the first to offer assistance. His advice and comment were most valuable.

Our contributors have been previously cited. However, it should be noted that over 2,000 photographs were submitted. From this collection 700 photographs were used. One person who was not mentioned is Jeannie Lee. Jeannie typed seemingly endless revisions of the manuscript until the final product was achieved.

Above all we must recognize Kathleen Carlson, Darlene Levis, Charlene Canfield and Mary Jule Begley who let their husbands "do their thing". Without their help and encouragement this book would not have been possible.

Norman Carlson

Chicago, Illinois
December, 1974

Introduction

When we think of local transportation in the 1970's one mode is preeminent: the automobile. It is hard for younger people to imagine any other form of daily transportation. However, it is just as obvious, upon some reflection, that something must have preceeded the automobile.

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Swing and Sway the Crandic Way

CEDAR RAPIDS & IOWA CITY RAILWAY

For almost a half-century, the Cedar Rapids and Iowa City Railway Company provided passenger service at Cedar Rapids. The line was more popularly known as the Crandic, an obvious acronym from its corporate intials of CR&IC. An institution in the minds of students, traveling salesmen and rural residents, its riders affectionately referred to a trip over the line as "swing and sway the Crandic way".

The Crandic was a member of the Iowa Railway and Light Company (renamed the Iowa Electric Light & Power Company in 1932) group of railways. Other members of this group were street railway operations in Boone, Marshalltown and Toledo, Iowa. Crandic itself operated interurban service to Iowa City (27 miles) and to Mt. Vernon — Lisbon (17 miles). It provided local streetcar service in Cedar Rapids, although the principal local company was the Cedar Rapids & Marion City Railway, with which it had no affiliation.

IOWA CITY LINE

The Crandic was incorporated in 1903 as the Cedar Rapids & Iowa City Railway & Light Company with plans for an interurban railway from Cedar Rapids through Iowa City and Muscatine to Peoria, Illinois. Grading between Cedar Rapids and Iowa City began in the spring of 1903. The route presented no engineering difficulties, except for substantial bridges across the Cedar and Iowa Rivers. Encouraged with construction progress, the company ordered four wooden combines from John Stephenson Company in order to be ready for start of service. The cars arrived in Cedar Rapids on June 6, 1904, over two months before the line was ready. Crandic placed the cars on public display at the Milwaukee Road depot in downtown Cedar Rapids. This was typical of the flair for public relations that marked the company for years.

Service commenced on August 13, 1904. Thirteen trains were scheduled each way, making the 27-mile trip in 75 minutes. The line was on private right-of-way except for street running before reaching the downtown station in each of the terminal cities.

Shortly after the Waterloo, Cedar Falls & Northern completed its line from Waterloo in 1914, a joint station was opened in Cedar Rapids. This station was built on 4th Street just two blocks from the steam railroads' Union Station.

School traffic was a significant source of revenue to Crandic. The line served the State University of Iowa in Iowa City, Coe College in Cedar Rapids and Cornell College in Mt. Vernon. Traffic to football games at Iowa City was especially heavy. WCF&N cars were often leased to handle the crowds. On special occasions such as Homecoming day, trains of WCF&N equipment would be run through from Waterloo. This practice continued until 1938, when the WCF&N terminated its service on the northern edge of Cedar Rapids, thus severing its track connection with the Crandic.

Traffic gradually increased through the 1920's. In 1926, 16 trains were scheduled daily, providing hourly service. By the late 1920's traffic was further supplemented by connections in Cedar Rapids with Crandic Stages, a network of bus lines running between Chicago, Omaha and Denver.

During the depression of the 1930's, passenger traffic declined sharply and, accordingly, scheduled service was reduced. In 1932 only eight daily roundtrips were operated. As the national economy improved, ridership recorded marginal gains. By 1937, 10 round trips were being scheduled. However, the private automobile was now becoming the predominant mode of transportation.

With the hope of bringing passengers back to the trains by providing modern and comfortable equipment, Crandic purchased, in 1939, six lightweight-highspeed interurban cars from the recently abandoned Cincinnati & Lake Erie Railroad. Nine years earlier these cars had been introduced, with much fanfare that included a race with a vintage airplane, as a bold new concept to revitalize interurban railways. After modest refurbishment including a bright yellow paint scheme, these cars succeeded in attracting riders to the line. Capable of readily maintaining 65 MPH, these cars had no trouble in providing on time performance. In 1941, this fleet was supplemented with the purchase of a lightweight car from the Indiana Railroad. Interestingly, although all these lightweight cars had been built and operated as one-man cars, Crandic always ran them with two-man crews.

Gas rationing and rubber shortages during World War II curtailed use of private cars and by the mid-1940's nearly 600,000 riders were being handled. Hourly service was provided. After the War's end riding dropped drastically. The wooden cars became surplus. Their use was limited to special race train service to Hawkeye Downs, near Cedar Rapids. Two-car trains were operated, and although the wood cars all had double-end control, they were coupled back to back. After the wooden cars were retired, the single end lightweight cars were used. As these cars were neither equipped for train operation or had controls at the rear end they were backed into the race track.

By 1950 the passenger total dropped to less than 30,000 yet there were still a dozen daily weekday trains. At this point Crandic was one of

the last railways to offer high frequency service that was formerly characteristic of most interurban operations. In July 1952 this service was cut to six trains weekdays and four on Sundays. Also service into downtown Iowa City was dropped and trains terminated at the Iowa City Yard about one-half mile from downtown. The end of passenger service was in sight when, in November 1952, service was cut to two trains each way weekdays only.

The scene was reminiscent of a football special of yesteryear when six cars lined up in front of the Cedar Rapids station on May 30, 1953. Only car number 110 was not on hand as train number 4 left at 9:00 a.m. in six sections for the final roundtrip. Each of the 300 passengers was issued a souvenir ticket for the occasion. Among the passengers was Alfred N. Scales of Iowa City who, in 1904, had ridden Crandic's first passenger train. At Iowa City a band played "Auld Lang Syne" as the cavalcade left as train number 3. When the last car pulled up to the Cedar Rapids station, passenger service came to an end; however, in 1974 most of the cars are still carrying passengers at trolley museums throughout the United States.

MT. VERNON — LISBON LINE

In 1913 the company built a line from Cedar Rapids to Mt. Vernon, about 15 miles southeast of Cedar Rapids. This line was supposedly the first leg of a line to Davenport. Service to Mt. Vernon began on March 14, 1914 and was later extended two miles to Lisbon.

The Lisbon line took a somewhat circuitous route out of Cedar Rapids, leaving the city on the northeast side, then swinging southeast toward its goal. This route required considerably more street running than the Iowa City line. The line was well built with 70-pound rail and catenary overhead. At the time it was built, some thought was being given to converting the system to 1200-volt DC current and the line was insulated for that pressure.

This line was never as successful as the Iowa City line though, in 1926, 14 daily passenger trains were scheduled. When the city of Cedar Rapids levied paving assessments against the line for the improvement of Blake Boulevard, the earnings from what was essentially a passenger-only operation could not cover the additional expense. The line was abandoned on July 27, 1928, and Crandic Stages provided replacement service.

CEDAR RAPIDS STREETCAR SERVICE

Crandic operated streetcar service, generally along its interurban routes, in Cedar Rapids. The first service began in 1904 with a line from City Hall out to 14th Avenue, near the shops over the Iowa City route. This was the Avondale line. By 1910, a second line was added serving the area around Linwood Cemetery. This line branched off the Avondale line at 4th Street and 8th Avenue and was known as the Linwood Line.

Details of early cars used in this service are lacking. In 1913 some double-truck cars were purchased from McGuire-Cummings. About this time another route, Ridgewood, was established using the tracks of the Mt. Vernon—Lisbon line as far as the city limits. It is interesting to note that all Crandic lines looped in downtown Cedar Rapids and were never through routed.

In 1920 single-truck cars were placed in service on all three lines. Shortly thereafter a transfer agreement was made with the CR&MC Railway for interchange between their lines and Crandic's Avondale and Linwood lines. The Ridgewood line was not included, probably because it was considered to be too much of a competing line by CR&MC.

After the Mt. Vernon—Lisbon line was abandoned in 1928, the Ridgewood line was cut back to 5th Avenue and 18th Street. This avoided crossings with CR&MC lines and an area in which paving assessments had been made against the company.

In November 1939, two years after CR&MC Railway streetcars stopped running, Crandic's three streetcar lines were also discontinued.

FREIGHT SERVICE

Crandic's original equipment order included an express motor and a small steeplecab locomotive. Interchanges were established with the Rock Island Line in Iowa City and the Milwaukee Road and Chicago & North Western in Cedar Rapids. Carload freight, expecially coal for the parent company's Cedar Rapids power plant, was carried on the Iowa City line. Local switching services were provided for carload freight in Cedar Rapids. Concurrences for joint rates with the connecting railroads were established in 1907.

Freight traffic grew steadily as on-line industries were located. By 1910 an additional freight engine was needed. On one Sunday afternoon during that year, the shop forces converted a flat car into freight motor number 76.

Though built in 1913, well after Crandic had established its freight service, the Mt. Vernon—Lisbon line did not lend itself to carload traffic. Only baggage, express and LCL shipped were handled due to the sharp curves in downtown Cedar Rapids. This service was provided by the express motor.

A great story about a carload freight movement on this line was related by an advance man for a tent theater company. Once he arrived in Cedar Rapids via the Milwaukee Road with the Hila Morgan Show car. The car (and show) was to be transferred to the North Western at Cedar Rapids. However, they found that the North Western was not operating because of a strike and there appeared to be no way to get the car over to Mt. Vernon. The Crandic was contacted and, after some careful deliberation, they agreed to handle the car. The car was taken to Crandic's shops where some chains, air tanks, brake rigging and other parts were removed to faciliate move-

ment around the sharp curves. With plenty of grease and careful manipulation of the locomotive, the car made it through the streets without incident. Out in the country it was found that the car was too wide to clear the milk loading platforms, so some planks were removed in order to get the car past. It was a slow trip and, reportedly a bit costly, but the show went on.

The Iowa City line more than made up in freight traffic for the deficiencies of the Lisbon line. As far back as the 1920's, freight revenue had exceeded passenger revenues. The World War II period and the post-war years brought an unprecedented increase in freight traffic. Boomer locomotives were acquired from various eastern and midwestern lines. A couple of locomotive were equipped for and used in multiple-unit operation. By 1952 Crandic was handling in excess of 700,000 tons of carload freight annually.

After passenger service ended on May 30, 1953, electric freight operation continued until diesel locomotives were acquired. On October 15, 1953, the electric locomotive tied up for the last time and diesels took over. They continue to serve at the end of 1974.

PASSENGER EQUIPMENT

Crandic commenced passenger operations in 1904, with four classic wooden combination passenger-baggage cars built by the John Stephenson Company, numbers 101-104. A pair of motor cars (numbers 105 and 106) and trailer 151 were acquired in 1909 to serve the increasing traffic. In 1914 two steel interurbans (numbers 107 and 108) were purchased from McGuire-Cummings and used on the Iowa City line, relieving some of the wooden cars for the Mt. Vernon-Lisbon service. The steel cars, however, were heavy, slow and sluggish and saw early retirement. In the 1920's, car 62 of the Southern New York Railway came to the property as Crandic 162, later 109.

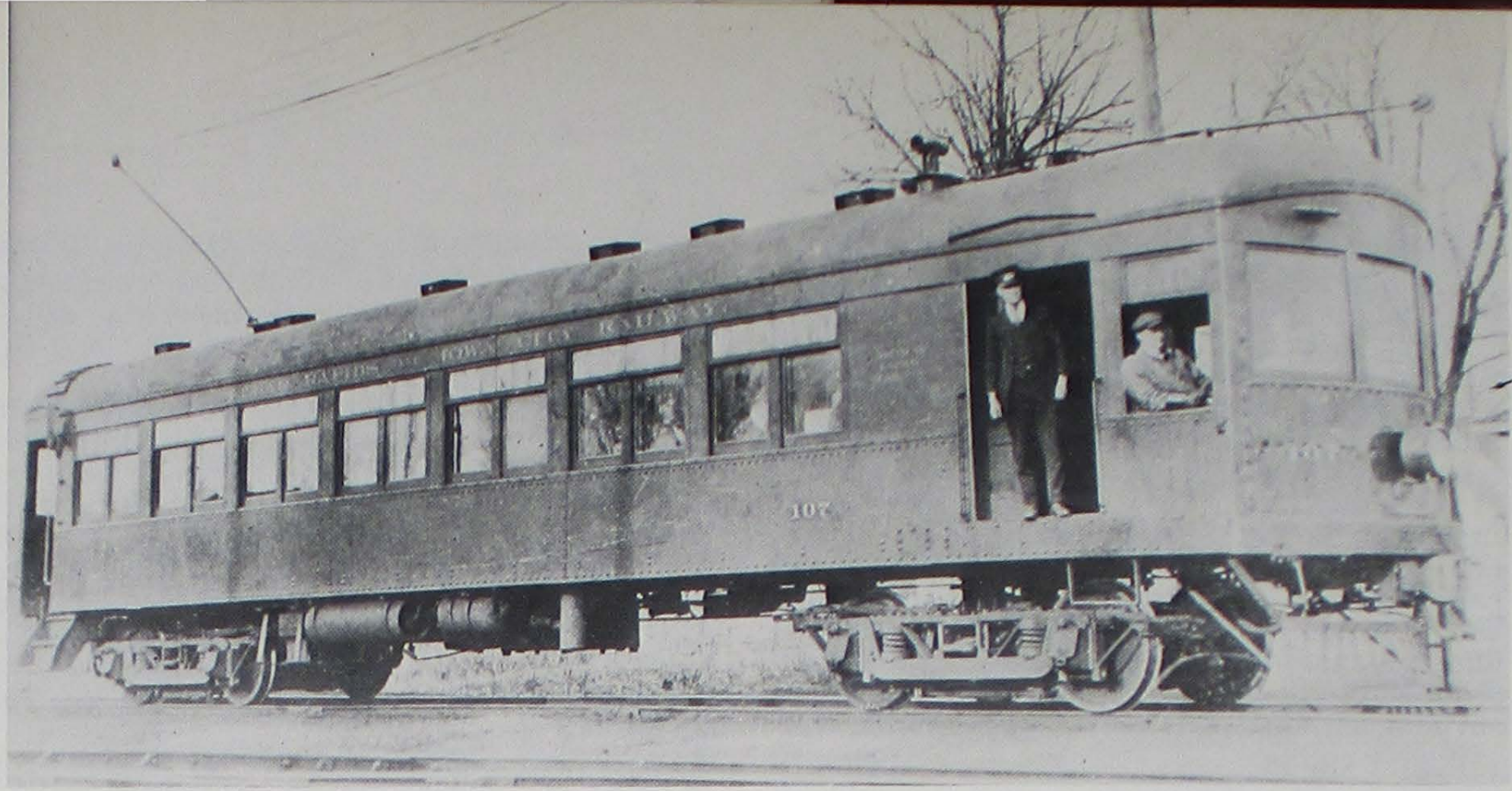
At the close of World War I, John Munson became the Crandic's Master Mechanic. Under his leadership Crandic conducted equipment rebuilding and maintenance programs which kept Crandic's equipment modernized and exceptionally well maintained.

In 1928 five wooden cars were rebuilt and modernized with design features far in advance of contemporary styles. The cars were returned to service in practically new condition effectively providing the passengers with a "second generation" of equipment. Included were such features as bucket seats and indirect lighting. Also, the cars were "reversed" as the vestibule became the normal front end and the baggage compartment bacame the rear. Full controls for emergency driving were, however, retained at the new back ends. Of note was the folding door and step arrangement applied to each side of the car. This concept of Munson's was copied on main line railroad streamlined through passenger equipment starting in the 1930's. Munson's versatile mind also improved operations through use of a trolley switch which permitted backing into sidings without holding the trolley rope. Another Munson gadget was a set of mechanical remote control handles on freight motors to permit operation from either side of the cab.

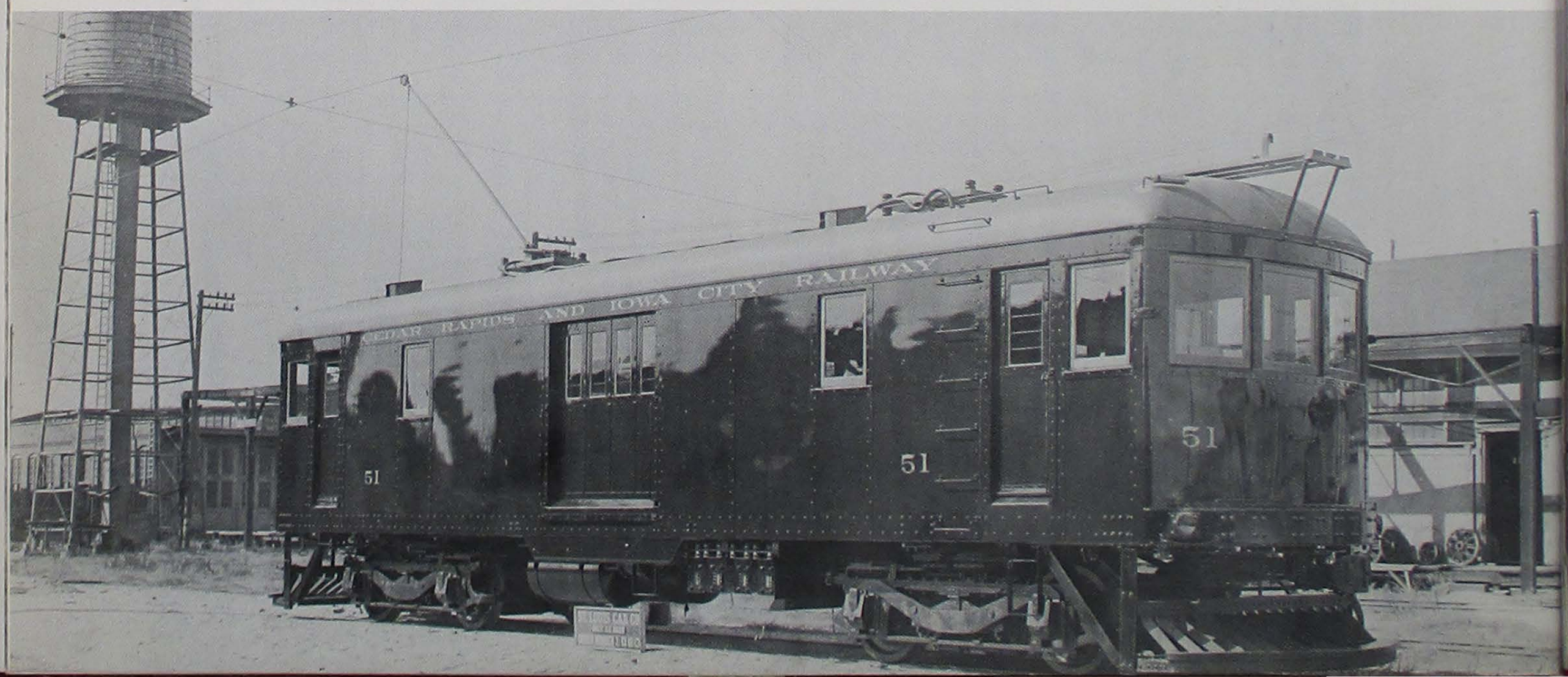
In 1939 the fleet was replaced by the lightweight highspeed cars purchased from the Cincinnati & Lake Erie and one car of the former Indiana Railroad bought in 1941. Crandic shop forces rebuilt these cars with raised trolley bases and a minimum of other changes as needed. Within the next few years, most of these cars had to have their original wood-framed seats replaced. The new seats were of tubular frame design and had lower backs.

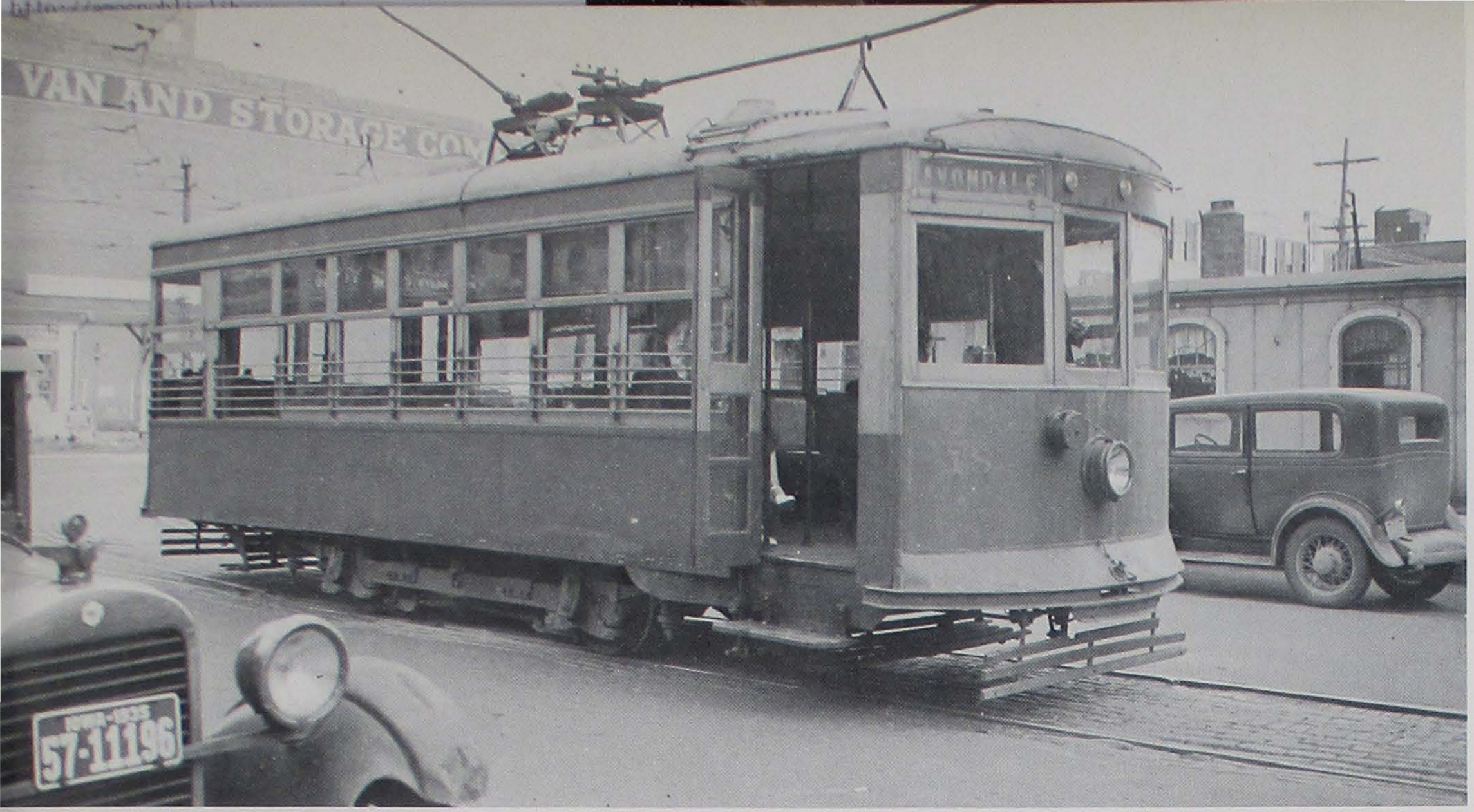
Much body rebuilding was required on ex-C&LE cars as electrolysis with the steel body frame gradually destroyed the aluminum side sheets. Replacement sheets of steelplate increased car weight somewhat. This "fix" was not required on the ex-Indiana car, which had aluminum frame as well as side sheets.

Shortly after their arrival in 1909, Cars 106 and 151 sit under a very loose trolley wire at the Shops. This building was the operating hub of the railroad and included the dispatcher. George Krambles Collection.

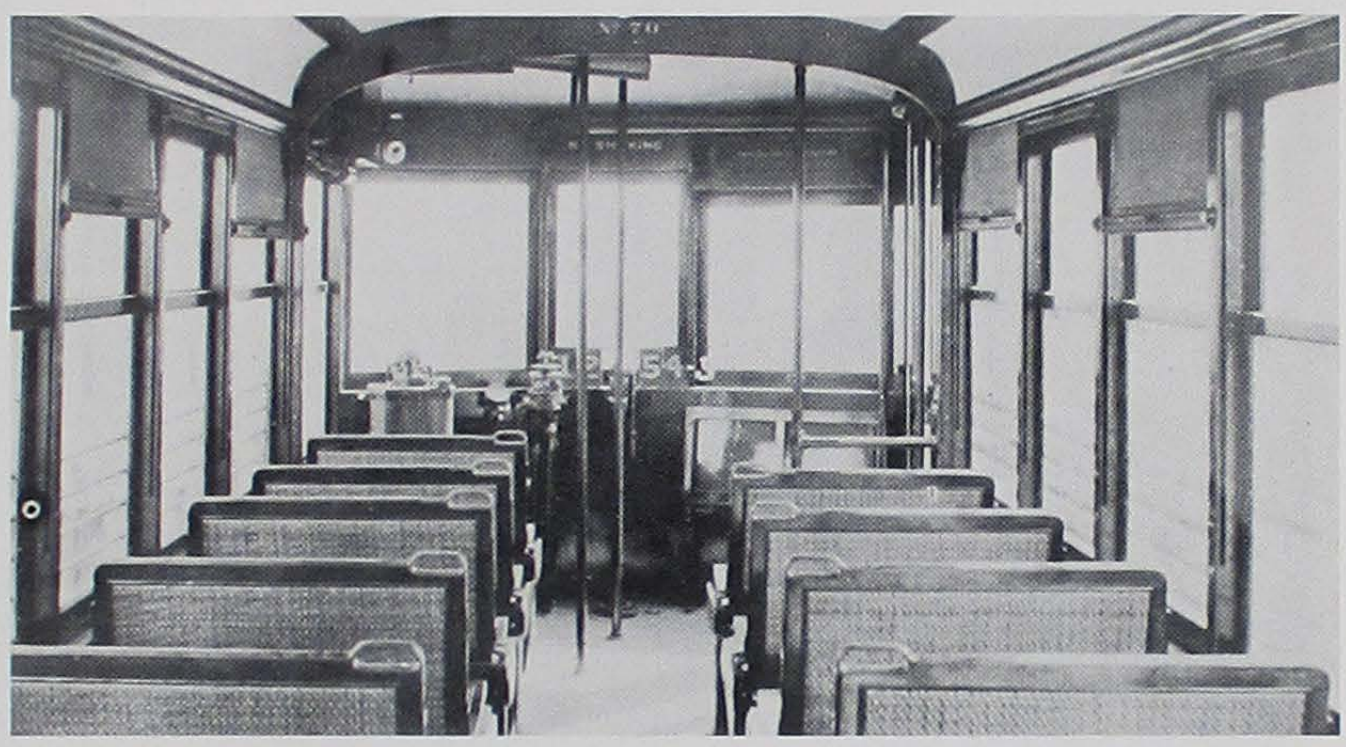


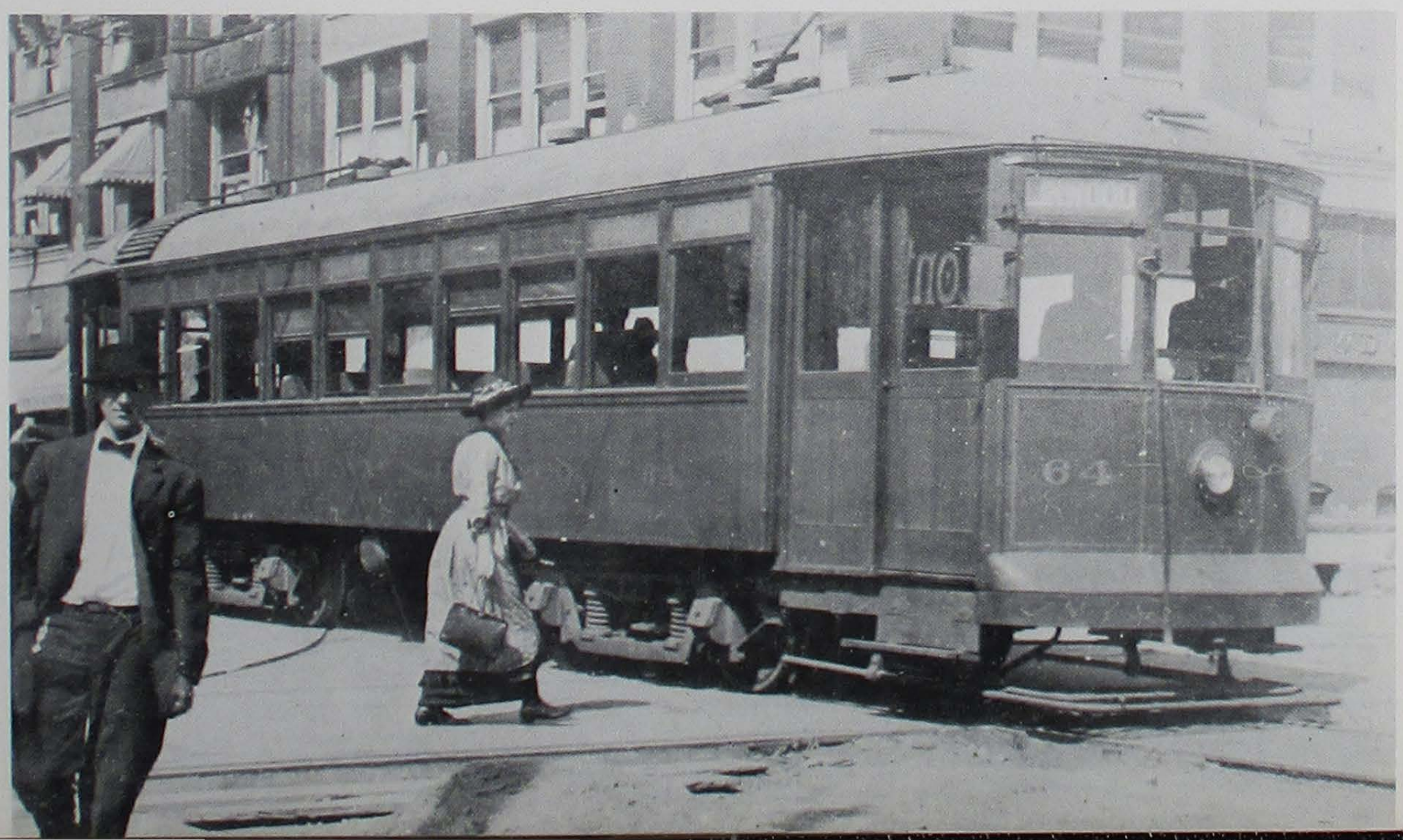
107 was one of only two steel heavyweight passenger cars owned by Crandic. These cars were disliked by the crews as they were more familiar with the fast acceleration of the lighter wooden cars. This is the only known photograph of these cars in service. William C. Janssen Collection. **Crandic commenced its operations with 104 and her three sisters. Shown in its original condition at Konigsmark around 1910, this car is an example of the classic wooden, arch-window interurban car.** R.W. Anderson Collection. **Less-than-carload freight was a significant source of revenue in the early years. Express motors like motor 51, were capable of carrying LCL freight or being used as a locomotive to haul cars.** William C. Janssen Collection.



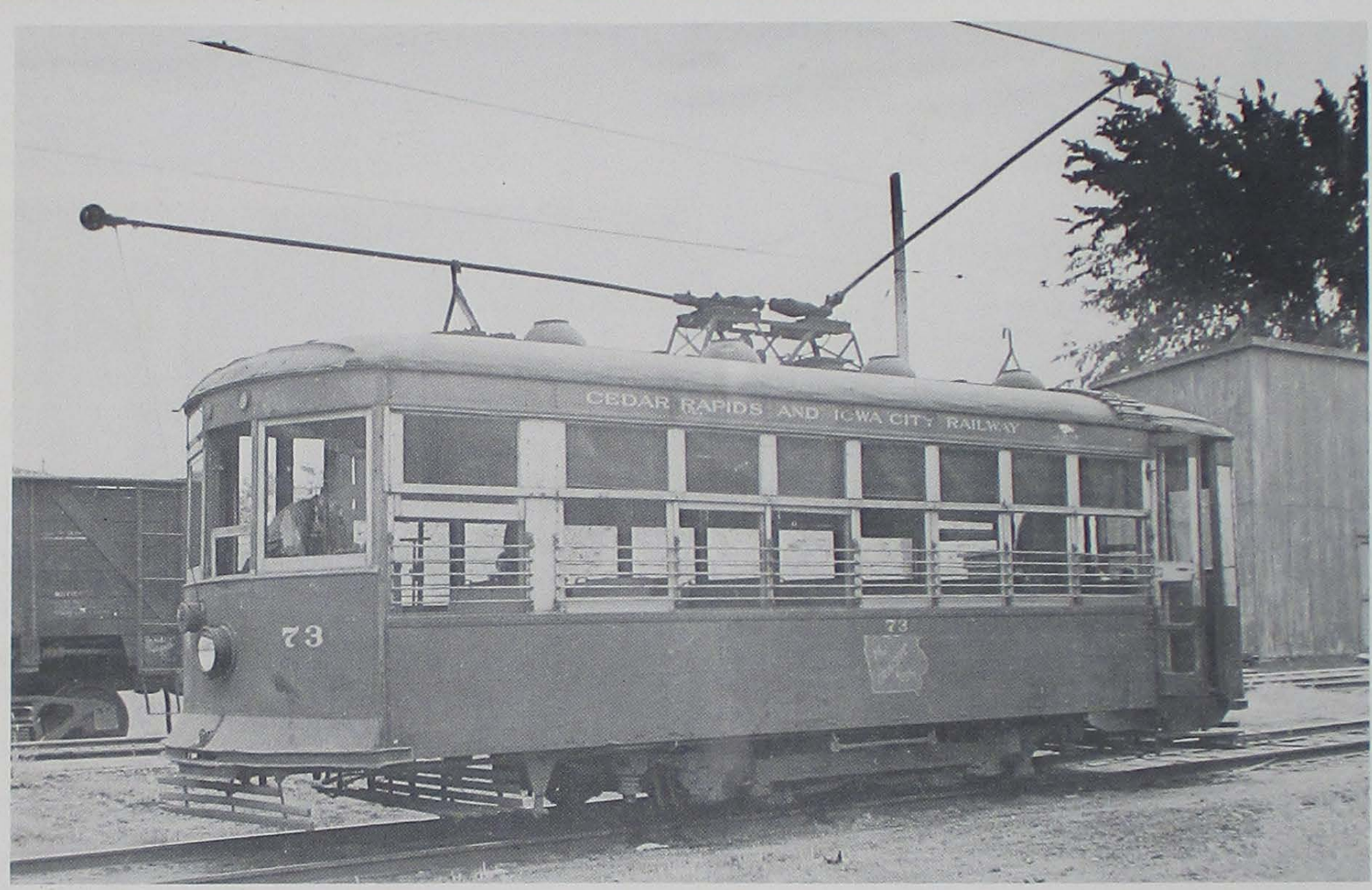


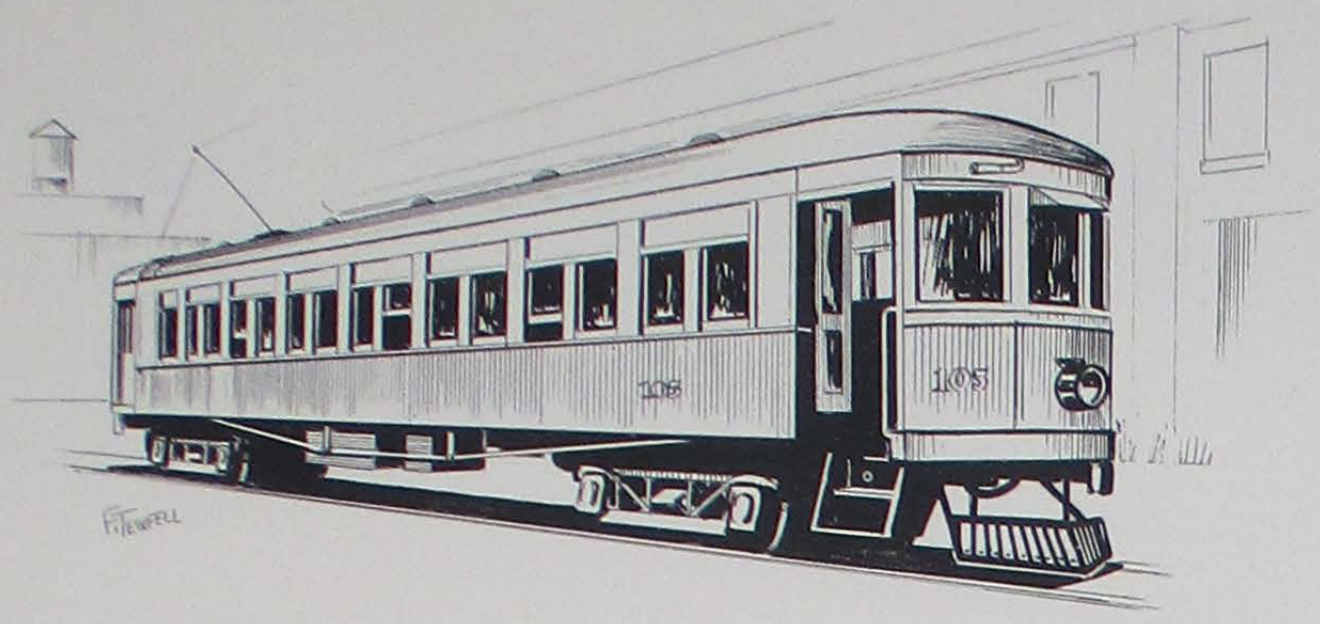
Crandic operated streetcar service over its interurban lines in Cedar Rapids. This operation created a mystery for roster fans. Pictured above is car 18 which cannot be found on our roster. In 1936 car 18 is awaiting a trip over the Avondale (Iowa City) line. Robert V. Mehlenbeck photo. **The interior of a Birney was strictly utilitarian as evidenced by this builder's photo of Car 70.** Robert J. Levis Collection. **Prior to the arrival of the Birneys, service was provided by standard streetcars such as car 64.** Ed Frank Collection.



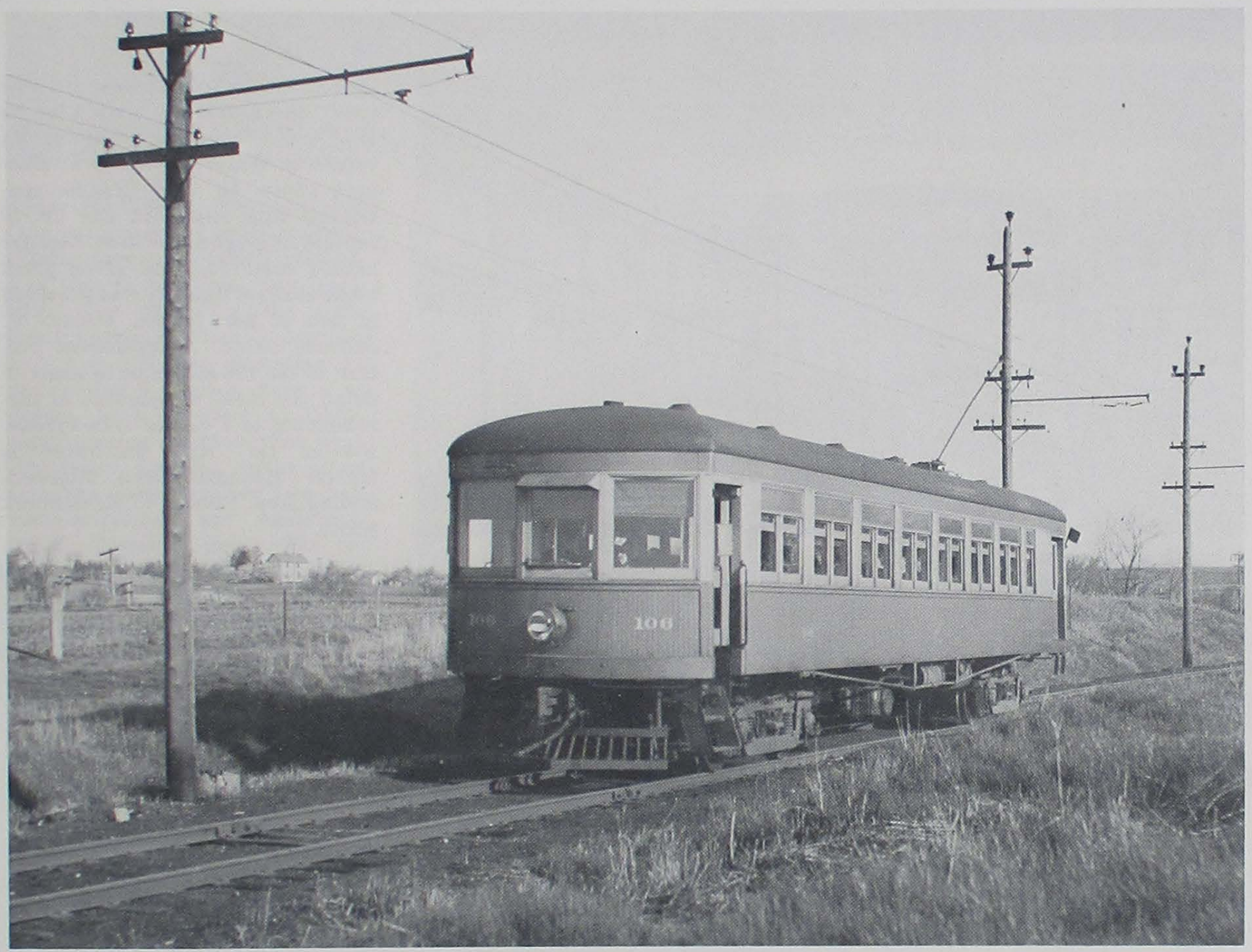


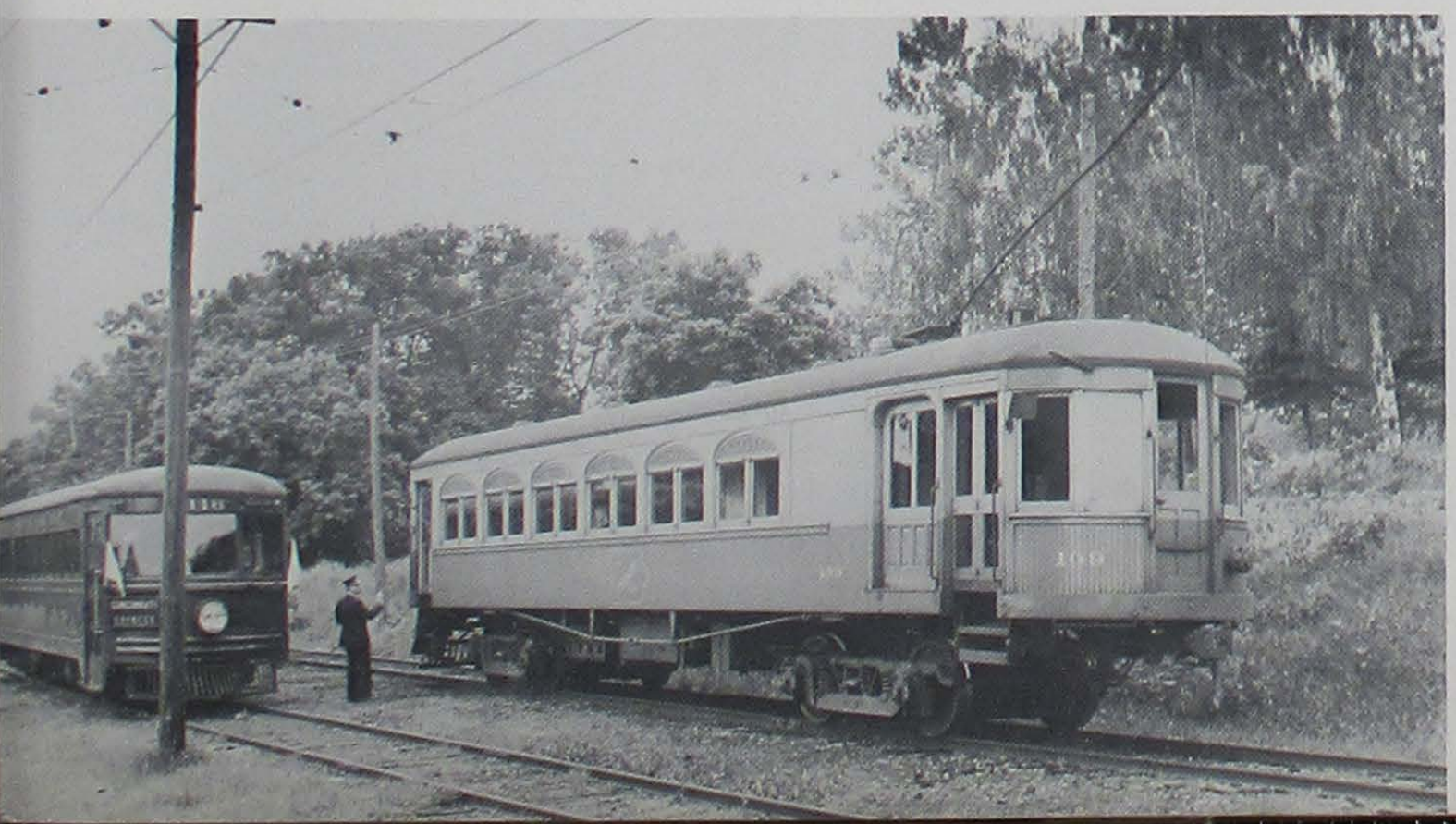
The perils of the trolley poles of a Birney operating on the same line as an interurban car are well illustrated. The bends in car 72's poles indicate prior encounters with interurban cars. William C. Janseen photo. **This 3/4 view of 73 is a good study of the Birney cars as they served on the Crandic. 73 was being cleaned when the picture was taken in 1937.** Robert V. Mehlenbeck photo. **The original appearance of the cars is depicted in this builder's photo taken on August 2, 1920.** Robert J. Levis Collection.





The graceful lines of the Crandic "woods" are depicted in this drawing of 105. Frank J. Tewfell drawing. **When operating, these wood cars had a regal nature that made their presence felt. 106 was traversing the Iowa countryside on May 8, 1937.** William C. Janssen photo. **The old meets the new on its first trip.** Robert V. Mehlenbeck photo.





CEDAR RAPIDS and IOWA CITY RAILWAY
INDIVIDUAL 7-DAY TEN-TRIP TICKET

GOOD FOR ONE PASSAGE
BETWEEN CEDAR RAPIDS
AND IOWA CITY

NOT GOOD AFTER _____
Subject to Tariff Regulations
NOT GOOD IF DETACHED

Form 7-D. No. 49612

On August 25, 1938 Crandic 105 was ready for a trip to Iowa City as WCF&N 100 is preparing for its return to Waterloo. James P. Shuman photo. **In 1928 Crandic contracted with American Car Co. to rebuild its original car fleet. Leather bucket seats replaced green plush while indirect lighting was provided in lieu of bare bulbs.** William C. Janssen photo. **A traditional portrait of car 103 allows us to study in detail the sleek appearance of this rebuilding of a classic arch-window wooden car. Also illustrated is Master Mechanic John Munson's folding step.** Robert V. Mehlenbeck photo.

On May 29, 1939 car 109 turns east on the last stretch of street running in Cedar Rapids. Crandic's rebuilding of this ex-Southern New York Railway car preserved the arch-window design. William C. Janssen photo. **Car 106 was operating as train number 6 when it stopped at Oakdale, Iowa on May 13, 1939. Despite placing the motorman next to the doors, Crandic, unlike other interurban lines, retained two-man crews—motorman and conductor.** John F. Humiston photo. **The rebuilding of the cars included turning the car orientation end-for-end. Full operating control positions were provided in each end. 109 is awaiting departure from Cedar Rapids on August 25, 1938.** James P. Shuman photo.

Prior to its rebuilding into car 109, 162 posed at Crandic (Shops) in 1936. This is one of few pictures of this car in the "baggage compartment forward configuration". Frontier Park is the old name of Hawkeye Downs. In May 1939 Crandic received its first lightweight cars from the then recently abandoned C&LE. While still in the scarlet red livery of the C&LE Crandic graciously allowed CERA members to ride their "new" cars. On its maiden trip in Iowa, 116 sits astride the Iowa River in Iowa City. Both photos Robert V. Mehlenbeck. **However, despite the presence of the lightweights the old cars still were utilized as they were equipped with couplers. Typically the 7:00 am train carried an express trailer to Iowa City. Train number 3 was photographed at Oakdale.** John F. Humiston photo.

http://www.pbhlibrary.org/

College Hill was the first stop north of the C&LE's Cincinnati Terminal. It was the only destination sign appropriate for the Crandic. 116 awaits her first departure from the Cedar Rapids Station. Paul Stringham collection. **The need for cars was so critical in 1939 that 116 was pressed into service without repainting. Lettered for the Crandic but still in scarlet red, 116 meets 110 which has been shopped and repainted.** James P. Shuman photo.

THE CRANDIC ROUTE

Cedar Rapids and Iowa City,
Is called the Crandic Route,
But few know why,
And bother to doubt

Come with me,
Throw your cares away,
And ride on the Crandic
Down Swisher way

O'er the "Northwestern,"
And Skunk River too,
We'll glide through the fields,
In the Hawkeye view

Soft leather seats,
Make the ride just fine,
C & L E luxury, passed along,
In nineteen thirty-nine

The route is exhilerating,
And the pace is quick,
As we ride along,
The old "Crandic"

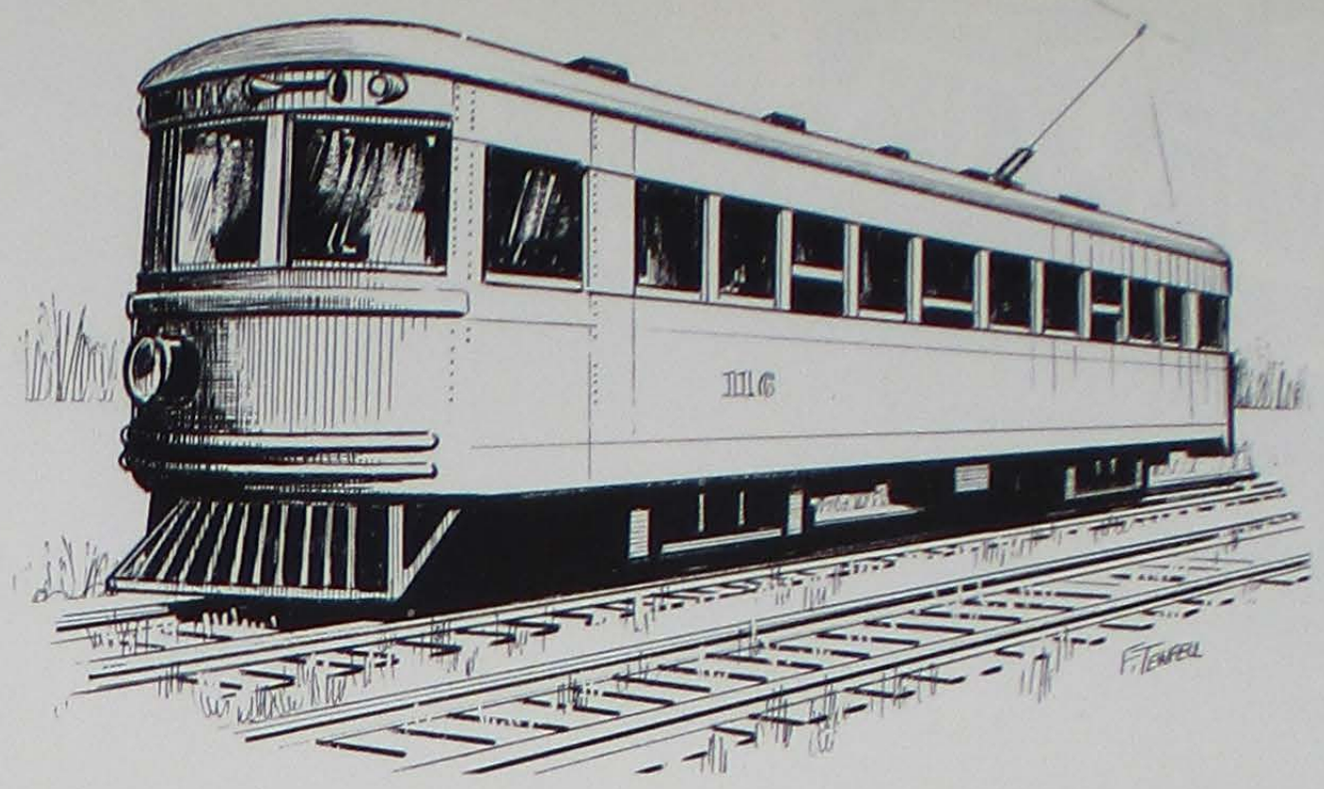
Old Iowa U
Looks mighty pretty,
As we cross the river,
To Iowa City

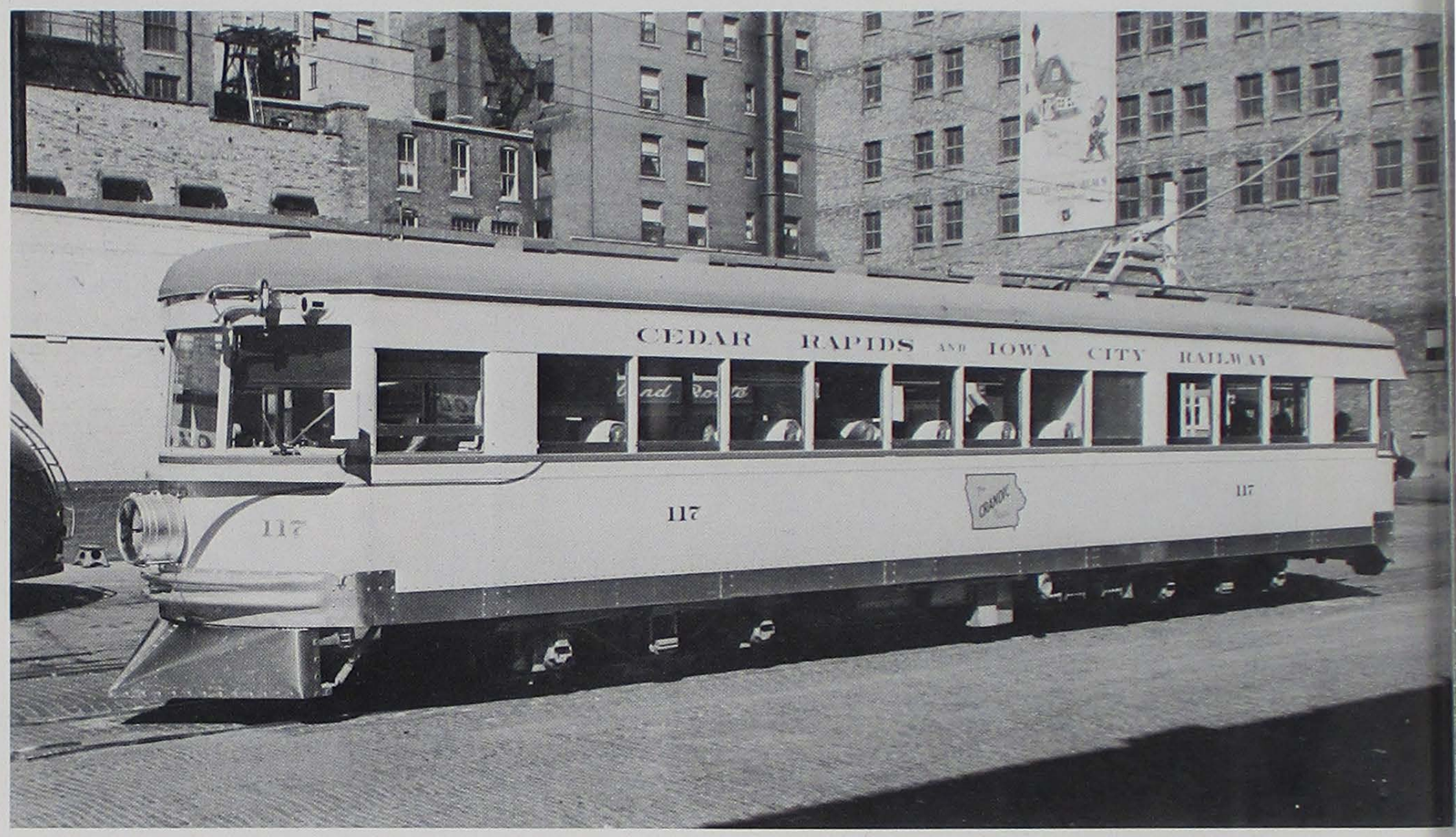
Cedar Rapids and Iowa City,
Is called the Crandic Route,
But few know why,
And bother to doubt

The name is simple,
Yet clever as a riddle,
Bearing the road's initials
With "and" in the middle.

—Ralph Cooper, 1973

The "Yellow Comets" are presented in two mediums. Car 116 in service. Frank J. Tewfell drawing. **Car 117 portrays the first rebuilding of the C&LE cars by Crandic. Resplendent in canary yellow with a silver headlight, pilot and anti-climber 117 is at the Cedar Rapids Station on October 1, 1939.** James P. Shuman photo. Operating timetable 36 is from the collection of Robert J. Levis. The public timetables are from the collection of Joseph M. Canfield. The timetable on the bottom of the page was issued on March 25, 1937.





Time Table No. 36 — January 4, 1948

IOWA CITY DIVISION

Second Class	Second Class	NORTHWARD -- FIRST CLASS													STATIONS		DISTANCE IN MILES			SOUTHWARD -- FIRST CLASS													Second Class	Second Class
85	83	33	31	29	25	23	21	19	13	11	7	5	3	1						3	4	6	8	16	14	18	22	24	26	28	32	34	82	84
Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Arrive	Leave				Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Freight DAILY Ex. Sunday	Freight DAILY
		A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	See Time Table Rule No. 4 and 6					A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M
		2 09	12 41	10 44	8 39	7 26	6 14	3 00	2 09	12 39	10 50	8 34	7 31	6 20	Y CEDAR RAPIDS		0.0	C.&N.W. M. TYE 22 Cars Mid. Tyd. 40 Cars 200 Cars		4 20	5 30	6 28	7 40	10 05	12 05	2 15	4 06	5 20	6 20	7 45	10 00	12 05		
P M 4 26	P M 2 35	2 02	12 34	10 37	8 32	7 19	6 07	4 53	2 02	12 52	10 52	8 27	7 27	6 14	SY CRANDIC TO	1.78 / 0.54	1.78		500 ft. / 1000 ft.	4 27	5 37	6 34	7 47	10 12	12 12	2 22	4 13	5 27	6 27	7 52	10 06	12 12	9 40	8 00
4 22	2 31	2 00	12 32	10 35	8 30	7 17	6 05	4 51	2 00	12 50	10 50	8 25	7 25	6 12	23rd AVENUE		2.32	80 Cars	1000 ft.	4 29	5 39	6 36	7 49	10 11	12 14	2 24	4 15	5 29	6 29	7 54	10 08	12 14	9 43	8 05
32 4 17	18 2 26	1 58	12 30	10 33	8 28	7 15	6 03	4 49	1 58	12 48	10 48	8 23	7 23	6 10	PINNEY	1.50	3.92	40 Cars	2000 ft.	4 31	5 41	6 38	7 51	10 16	12 16	2 26 / 40	4 17 / 40	5 31	6 31	7 56	10 10	12 16	9 48	8 10
4 14	2 21	1 57	12 29	10 32	8 27	7 14	6 02	4 48	1 57	12 47	10 47	8 22	7 22	6 09	WACONIA	0.51	4.41	30 Cars	2000 ft.	4 32	5 42	6 39	7 52	10 17	12 17	2 27	4 18	5 32	6 32	7 57	10 11	12 17	9 50	8 12
4 02	2 08	1 51	12 23	10 26	8 21	7 08	5 56	4 42	1 51	12 41	10 41	8 16	7 16	6 03	KONIGSMARK	2.49	7.30	3 Cars	900 ft.	4 38	5 48	6 45	7 58	10 23	12 23	2 33	4 24	5 38	6 38	8 03	10 16	12 23	10 04	8 21
3 49	1 53	1 46	12 18	10 21	8 16	7 03	5 51	4 37	1 46	12 36	10 36	8 11	7 11	6 00	SWISHER TO	3.00 / 2.30	10.20	15 Cars	900 ft.	4 43	5 53	6 50	8 03	10 28	12 28	2 38	4 28	5 43	6 43	8 08	10 21	12 28	10 14	8 30
3 39	13 1 42	1 42	12 14	10 17	8 12	6 59	5 47	4 33	1 42	12 32	10 32	8 07	7 07	5 57	COU FALLS	2.64	12.55	12 Cars	450 ft.	4 47	5 57	6 54	8 07	10 32	12 32	2 42	4 33	5 47	6 47	8 12	10 26	12 32	10 22	8 42
3 30	1 33	1 38	12 10	10 13	8 08	6 55	5 43	4 29	1 38	12 28	10 28	8 03	7 03	5 52	MID RIVER	1.36	15.14	30 Cars	1400 ft.	4 51	6 01	6 58	8 11	10 36	12 36	2 46	4 37	5 51	6 51	8 16	10 31	12 36	10 28	8 32
3 24	1 27	1 36	12 08	10 11	8 06	6 53	5 41	4 27	1 36	12 26	10 26	8 01	7 01	5 50	YOUNG	2.08	16.50	3 Cars	200 ft.	4 53	6 03	7 01	8 13	10 38	12 38	2 48	4 39	5 53	6 53	8 18	10 33	12 38	10 30	8 36
3 14	1 15	1 31	12 03	10 06	8 01	6 48	5 36	4 22	1 31	12 21	10 21	7 56	6 56	5 45	NORTH LIBERTY TO	2.73	18.58	35 Cars	1000 ft.	4 58	6 08	7 05	8 18	10 43	12 43	2 53	4 44	5 58	6 58	8 23	10 38	12 43	10 37	9 03
18 2 57	12 57	1 27	11 59	10 02	7 57	6 44	5 32	4 18	1 27	12 17	10 17	7 52	6 52	5 41	OAKDALE	1.02	21.31	35 Cars	1000 ft.	5 02	6 12	7 08	8 22	10 47	12 47	2 57 / 60	4 48	6 02	7 02	8 27	10 42	12 47	10 45	9 19
2 48	18 12 48	1 26	11 58	10 01	7 56	6 43	5 31	4 17	1 26	12 16	10 16	7 51	6 51	5 40	BURGE	2.49	22.33	3 Cars	140 ft.	5 03	6 13	7 09	8 23	10 48 / 60	12 48 / 60	2 58	4 49	6 03	7 03	8 28	10 43	12 48	10 48	9 22
2 37	12 37	1 21	11 53	9 56	7 51	6 38	5 26	4 12	1 21	12 11	10 11	7 46	6 46	5 35	CORALVILLE	1.00	24.82	13 Cars	120 ft.	5 08	6 18	7 13	8 28	10 53	12 53	3 03	4 54	6 08	7 08	8 33	10 48	12 53	11 09	9 30
															UNIVERSITY	0.77	25.83	30 Cars	600 ft.															
2 25 P M	12 25 P M	1 16	11 48	9 51	7 46	6 33	5 21	4 07	1 16	12 06	10 06	7 41	6 41	5 30	SY IOWA CITY YD TO	0.66	26.59	150 Cars	3000 ft.	5 13	6 23	7 17	8 33	10 58	12 58	3 08	4 59	6 13	7 13	8 38	10 53	12 58	11 20	9 38
		1 10	11 42	9 45	7 40	6 27	5 15	4 01	1 10	12 00 Noon P M	10 00	7 35	6 35	5 24	IOWA CITY		27.25			5 19	6 29	7 22	8 39	11 04	1 04	3 14	5 05	6 19	7 19	8 44	10 59	1 04		
		A M	P M	P M	P M	P M	P M	P M	P M		A M	A M	A M	A M						A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M		
DAILY Ex. Sunday	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Leave	Arrive																		

On Single Track Southward Trains are superior to Northward Trains of the same class. (See Rule 9a)

CEDAR RAPIDS TO IOWA CITY

SOUTHBOUND—READ DOWN

	2 Dly AM	4 Dly AM	6 Dly AM	8 Dly AM	10 Dly AM	12 Dly AM	14 Dly PM	16 Dly PM	18 Dly PM	20 Dly PM	22 Dly PM	24 Dly PM	26 Dly PM	28 Dly PM	40 Sun PM	42 Sun PM
Cedar Rapids Lv	4 50	6 55	8 00	9 00	10 15	11 15	12 05	1 55	3 15	4 15	5 15	6 15	8 35	11 00	7 15	9 15
Crandic	4 56	7 00	8 05	9 06	10 21	11 20	12 11	2 01	3 20	4 20	5 20	6 20	8 43	11 05	7 20	9 20
Waconia	5 03	7 06	8 10	9 11	10 26	11 25	12 16	2 06	3 25	4 25	5 25	6 25	8 48	11 10	7 25	9 25
Konigsmark	5 08	7 11	8 14	9 16	10 31	11 29	12 21	2 11	3 29	4 29	5 29	6 29	8 52	11 14	7 29	9 29
Swisher	5 13	7 16	8 18	9 20	10 35	11 33	12 25	2 15	3 33	4 33	5 33	6 33	8 56	11 18	7 33	9 33
Cou Falls	5 17	7 20	8 21	9 23	10 38	11 36	12 28	2 18	3 36	4 36	5 36	6 36	9 00	11 21	7 36	9 36
North Liberty	5 27	7 29	8 29	9 33	10 48	11 46	12 38	2 28	3 47	4 47	5 47	6 47	9 08	11 32	7 47	9 46
Oakdale	5 31	7 33	8 32	9 36	10 51	11 49	12 41	2 31	3 51	4 51	5 51	6 51	9 11	11 36	7 51	9 50
Coralville	5 35	7 38	8 37	9 41	10 56	11 54	12 46	2 36	3 56	4 56	5 56	6 56	9 16	11 41	7 56	9 55
Iowa City Yard	5 39	7 42	8 42	9 45	11 00	11 58	12 50	2 40	4 00	5 00	6 00	7 00	9 20	11 45	8 00	10 00
Iowa City Ar	5 45	7 50	8 47	9 51	11 06	12 05	12 55	2 45	4 06	5 05	6 05	7 05	9 25	11 55	8 05	10 10

IOWA CITY TO CEDAR RAPIDS

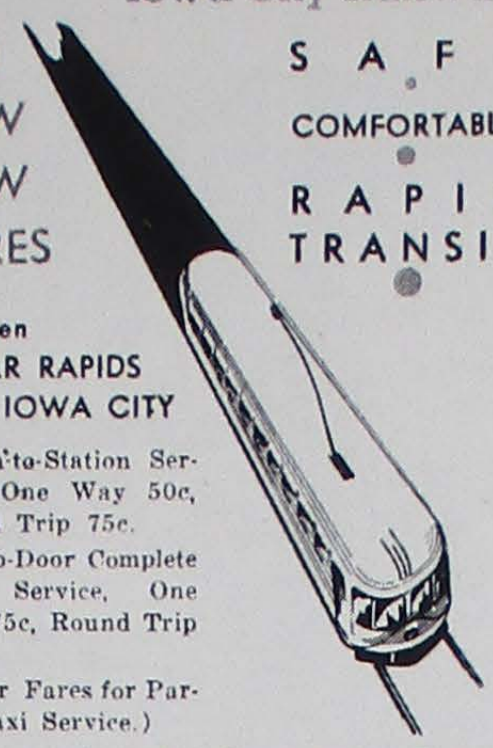
NORTHBOUND—READ DOWN

	1 Dly AM	3 Dly AM	5 Dly AM	7 Dly AM	9 Dly AM	11 Dly PM	13 Dly PM	15 Dly PM	17 Dly PM	19 Dly PM	21 Dly PM	23 Dly PM	25 Dly PM	27 Dly AM	41 Sun PM	43 Sun PM
Iowa City Lv	5 50	7 55	9 10	10 20	11 10	12 10	1 00	3 00	4 10	5 10	6 10	7 10	9 40	12 01	8 10	10 25
Iowa City Yard	6 00	8 00	9 27	10 25	11 15	12 15	1 05	3 15	4 15	5 15	6 15	7 15	9 50	12 10	8 15	10 50
Coralville	6 04	8 04	9 31	10 29	11 19	12 19	1 09	3 19	4 19	5 19	6 19	7 19	9 55	12 14	8 19	10 54
Oakdale	6 09	8 09	9 36	10 34	11 24	12 24	1 14	3 24	4 24	5 24	6 24	7 24	9 59	12 19	8 24	11 00
North Liberty	6 14	8 13	9 40	10 38	11 28	12 28	1 18	3 28	4 28	5 28	6 28	7 28	10 03	12 23	8 28	11 04
Cou Falls	6 24	8 21	9 47	10 45	11 36	12 36	1 25	3 36	4 36	5 36	6 36	7 36	10 11	12 31	8 36	11 14
Swisher	6 28	8 25	9 50	10 49	11 40	12 40	1 29	3 40	4 40	5 40	6 40	7 40	10 15	12 35	8 40	11 18
Konigsmark	6 33	8 30	9 54	10 54	11 44	12 44	1 34	3 44	4 44	5 44	6 44	7 44	10 19	12 39	8 44	11 22
Waconia	6 38	8 34	9 58	10 58	11 48	12 48	1 38	3 48	4 48	5 48	6 48	7 48	10 23	12 43	8 48	11 26
Crandic	6 43	8 39	10 03	11 03	11 53	12 53	1 43	3 53	4 53	5 53	6 53	7 53	10 28	12 48	8 53	11 31
Cedar Rapids Ar	6 50	8 45	10 10	11 09	11 59	1 00	1 50	4 00	5 00	6 00	7 00	8 00	10 35	12 55	9 00	11 36

A.M. TIME (12 00 night to 11 59 noon) is shown in light face type.
P.M. TIME (12 00 noon to 11 59 night) is shown in **bold face type.**
Dly indicates Daily Sun indicates Sunday Only

The CRANDIC Route

Cedar Rapids *and* Iowa City Railway



NEW LOW FARES

SAFE • COMFORTABLE • RAPID TRANSIT

Between CEDAR RAPIDS AND IOWA CITY

Station-to-Station Service; One Way 50c, Round Trip 75c.

Door-to-Door Complete Taxi Service, One Way 75c, Round Trip $1.35.

(Lower Fares for Partial Taxi Service.)

Inquire about Low Commutation Fares

CEDAR RAPIDS Dial 9131

IOWA CITY Dial 3263

CEDAR RAPIDS TO IOWA CITY

SOUTHBOUND—READ DOWN

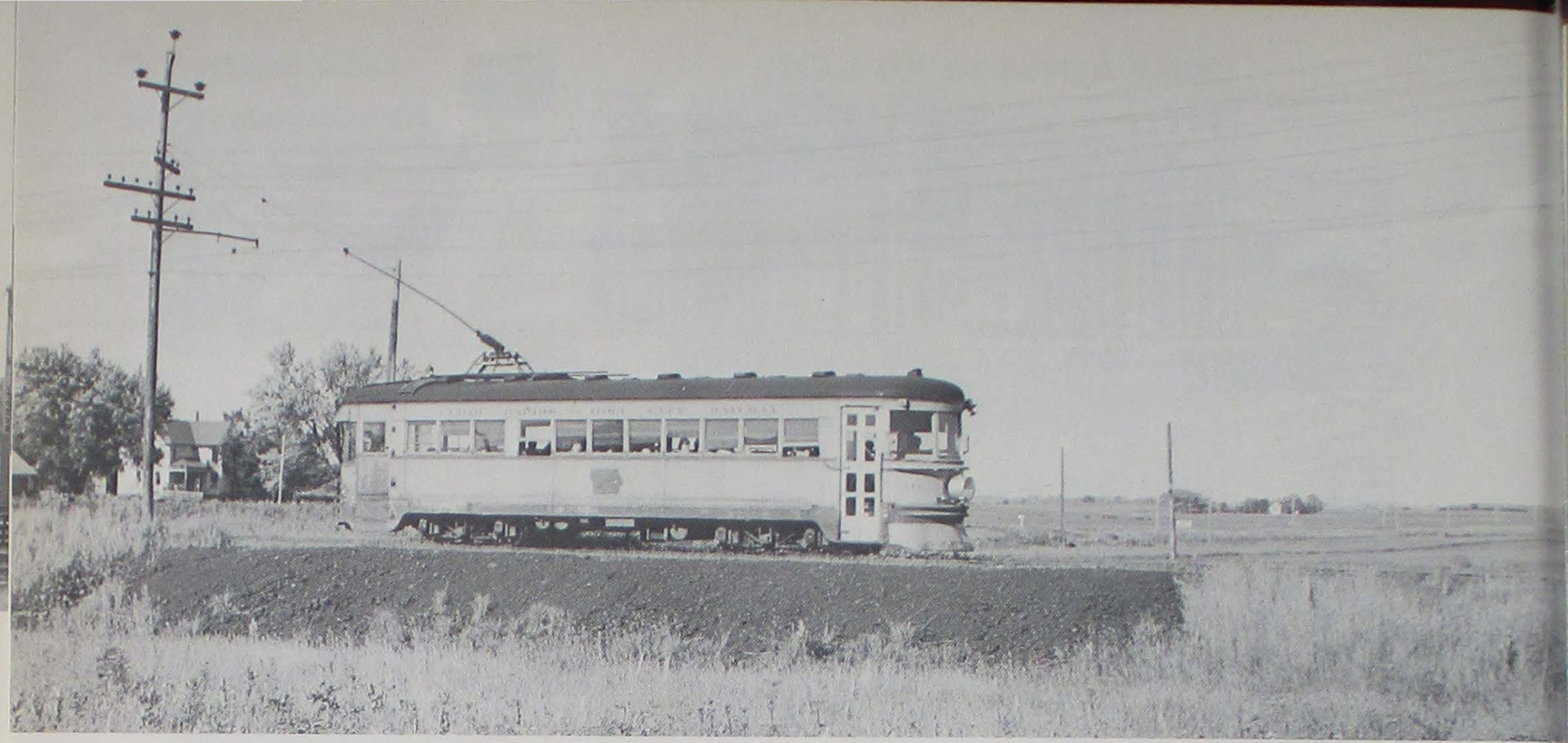
	2 Dly AM	4 Dly AM	6 Dly AM	8 Dly AM	10 Dly AM	12 Dly PM	14 Dly PM	16 Dly PM	18 Dly PM	20 Dly PM	22 Dly PM	
Cedar Rapids Lv	4 45	6 50	7 45	9 15	10 30	**12 15**	**2 20**	**4 20**	**6 30**	**9 00**	**11 00**	------
Crandic	4 51	6 56	7 51	9 22	10 37	**12 22**	**2 26**	**4 26**	**6 36**	**9 06**	**11 06**	------
Waconia	4 58	7 03	7 58	9 30	10 45	**12 30**	**2 34**	**4 34**	**6 45**	**9 14**	**11 14**	------
Konigsmark	5 03	7 08	8 03	9 35	10 50	**12 35**	**2 38**	**4 38**	**6 50**	**9 18**	**11 18**	------
Swisher	5 09	7 13	8 09	9 40	10 56	**12 40**	**2 43**	**4 43**	**6 55**	**9 23**	**11 23**	------
Cou Falls	5 13	7 17	8 13	9 44	11 01	**12 44**	**2 47**	**4 47**	**6 59**	**9 27**	**11 27**	------
North Liberty	5 23	7 27	8 23	9 55	11 11	**12 55**	**2 57**	**4 57**	**7 09**	**9 37**	**11 37**	------
Oakdale	5 28	7 33	8 28	10 00	11 15	**1 00**	**3 01**	**5 01**	**7 14**	**9 41**	**11 41**	------
Coralville	5 35	7 39	8 35	10 06	11 20	**1 06**	**3 05**	**5 05**	**7 20**	**9 44**	**11 44**	------
Iowa City Yard	5 40	7 44	8 39	10 11	11 24	**1 11**	**3 09**	**5 10**	**7 24**	**9 49**	**11 49**	------
Iowa City Ar	------	7 50	8 45	10 15	11 30	**1 15**	**3 15**	**5 15**	**7 30**	**9 55**	**11 55**	------

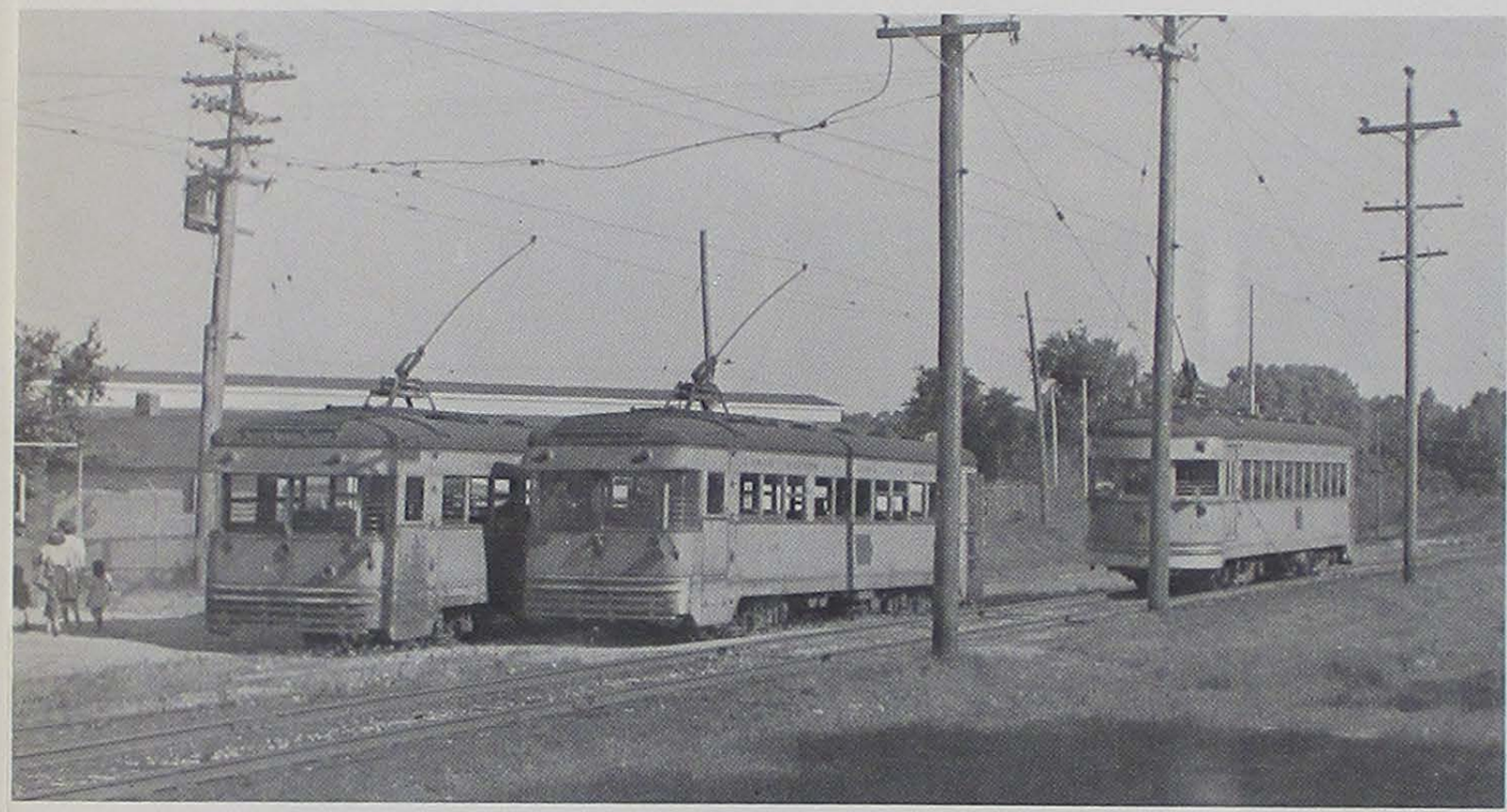
IOWA CITY TO CEDAR RAPIDS

NORTHBOUND—READ DOWN

	1 Dly AM	3 Dly AM	5 Dly AM	7 Dly AM	9 Dly PM	11 Dly PM	13 Dly PM	15 Dly PM	17 Dly PM	19 Dly PM	21 Dly AM	
Iowa City Lv	------	7 55	9 20	10 45	**12 10**	**1 20**	**3 20**	**5 20**	**7 40**	**10 00**	12 10	------
Iowa City Yard	5 45	8 01	9 26	10 49	**12 16**	**1 26**	**3 26**	**5 27**	**7 46**	**10 03**	12 13	------
Coralville	5 50	8 06	9 32	10 53	**12 22**	**1 31**	**3 31**	**5 31**	**7 51**	**10 08**	12 18	------
Oakdale	5 56	8 11	9 38	10 59	**12 28**	**1 36**	**3 36**	**5 36**	**7 57**	**10 13**	12 23	------
North Liberty	6 01	8 15	9 43	11 04	**12 34**	**1 41**	**3 41**	**5 41**	**8 02**	**10 19**	12 29	------
Cou Falls	6 12	8 27	9 54	11 13	**12 44**	**1 51**	**3 51**	**5 52**	**8 12**	**10 30**	12 40	------
Swisher	6 17	8 32	9 58	11 18	**12 49**	**1 55**	**3 55**	**5 56**	**8 16**	**10 34**	12 44	------
Konigsmark	6 22	8 37	10 03	11 23	**12 54**	**2 00**	**4 00**	**6 01**	**8 21**	**10 39**	12 49	------
Waconia	6 28	8 42	10 08	11 28	**12 59**	**2 05**	**4 05**	**6 07**	**8 27**	**10 44**	12 54	------
Crandic	6 35	8 48	10 14	11 37	**1 05**	**2 10**	**4 10**	**6 14**	**8 34**	**10 49**	12 59	------
Cedar Rapids Ar	6 40	8 55	10 20	11 45	**1 10**	**2 15**	**4 15**	**6 20**	**8 40**	**10 55**	1 05	------

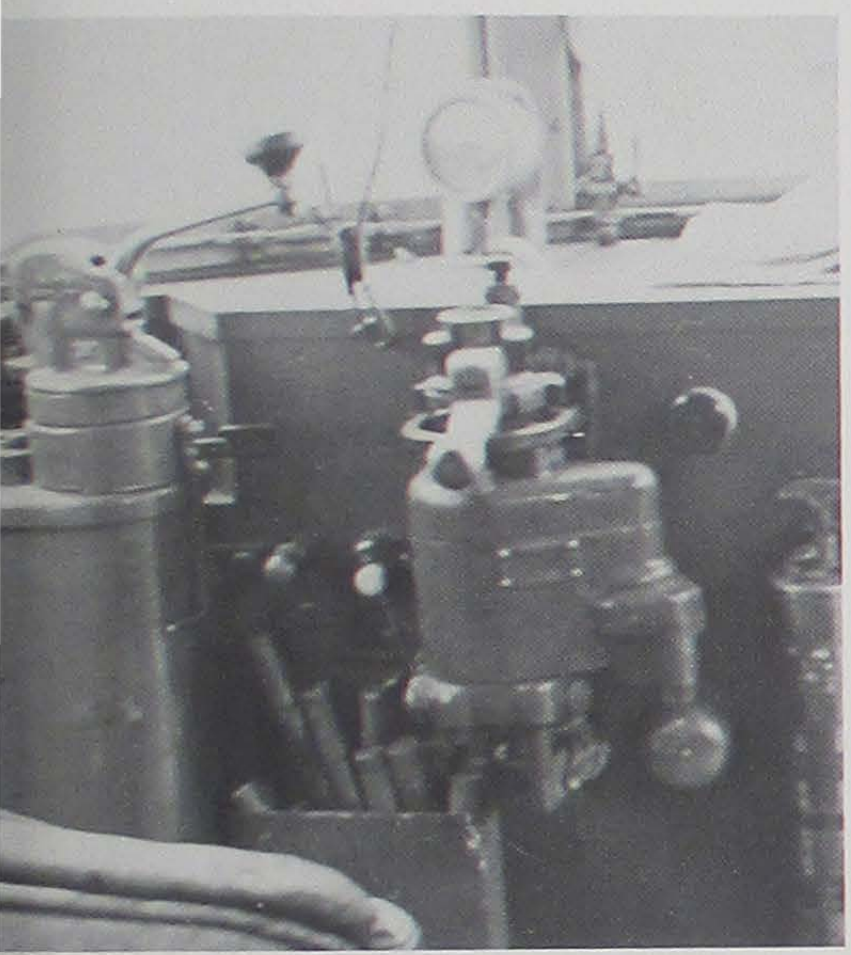
A.M. TIME (12 00 night to 11 59 noon) is shown in light face type P.M. TIME (**12 00** noon to **11 59** night) is shown in **bold face type.** Dly indicates Daily.



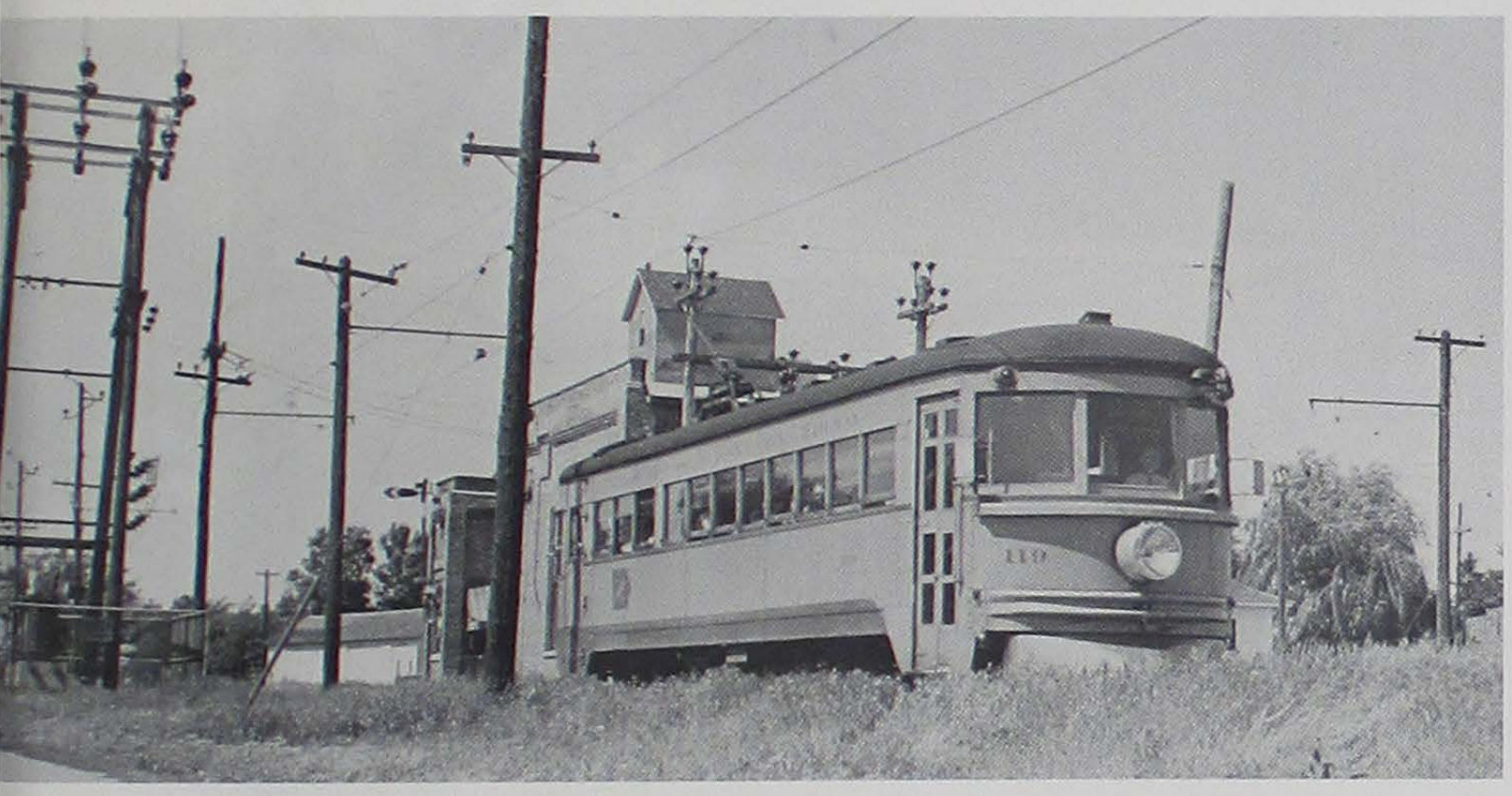


On June 20, 1950, 110 has just crossed Highway 381 south of Cedar Rapids. William D. Middleton photo. **Special trains were operated to Hawkeye Downs Race Track on the southern border of Cedar Rapids. On May 29, 1949, 120 passes 111 and 116 as they await the northbound trip to Cedar Rapids. As the lightweights were single end cars, they operated backwards on the entire 7-mile trip. A complete control position was provided for the purpose.** Robert W. Gibson photo. **The wooden cars were capable of multiple unit operation. Two cars coupled back-to-back, provided race track service until the late 1940's.** Donald MacBean photo from James D. Johnson.

On June 4, 1949 car 110 as it nears Iowa City is "flying" green flags indicating at least one more car is following it. Due to the lack of couplers, if traffic overflowed one car, two or more separate cars would be operated. Six years earlier car 110 was photographed as the evening hours passed on November 12, 1943 in Cedar Rapids. Both photos William C. Janssen. **Performance was at the command of two simple levers—controller and air brake.** T.A. Carpenter photo.



Interurban operations on the C&LE were greatly curtailed in 1937 and finally abandoned in 1938. When Crandic was interested in buying cars in 1939 only 6 of the original 20 cars were still available. Wisely, Crandic purchased all 6 as World War II traffic demands required these 6 cars plus others. Early in its term of Iowa service, 110 traverses a snow covered 4th Avenue. Cedar Rapids Union Station is at the foot of 4th Avenue. James P. Shuman photo. **118 approaches the Iowa City station on a murky September 11, 1944.** Stephen D. Maguire Collection. **Operating as train number 18 car 117 crosses the Iowa River near Cou Falls on August 19, 1949.** William D. Middleton photo.

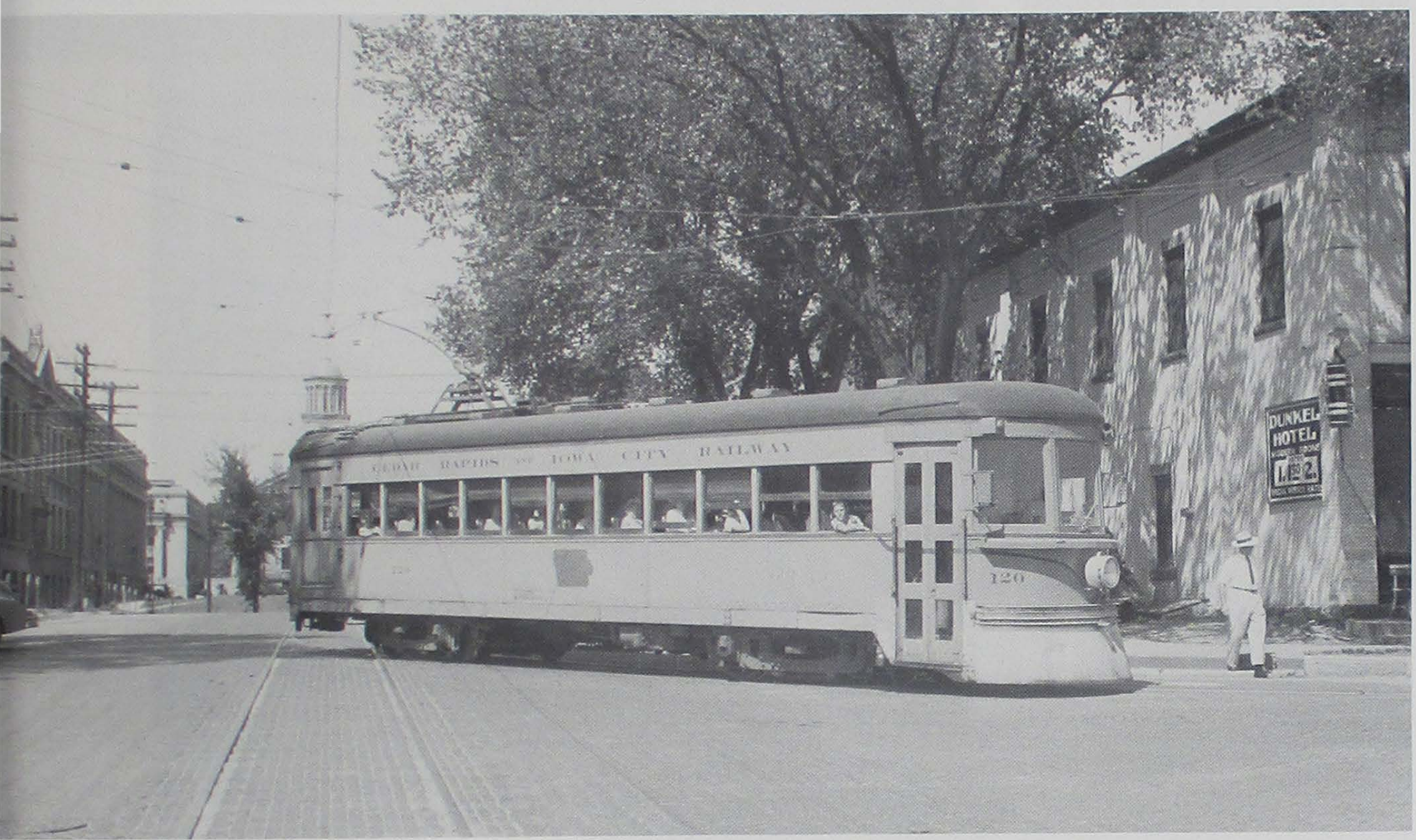


With a balancing speed of 65 mph and rapid acceleration and deceleration these cars could easily accommodate Crandic's schedules. This performance capability together with the car's propensity to roll at speed made the expression "Swing and Sway the Crandic Way" credible. 118 in her canary yellow and brown livery demonstrates why these cars were also known as the "Yellow Comets". James P. Shuman photo. **On June 20, 1950 119 passes Swisher with a respectable load. Through the front window we can see the two man crew which Crandic utilized. This manning seems incongruous on a car that could easily be operated by a single man. Long tangents across the relatively flat Iowa countryside allowed the cars to operate at the limit of their capabilities when called on to do so.** William D. Middleton photo. **Meets were accomplished by the train "facing" the switch pulling into the siding and then backing out after the opposing train had departed. The trolley was not reversed in the backing movement. This practice was possible due to a unique trolley wire switch, developed by John Munson, which automatically moved with the track switch.** William D. Middleton photo from The Interurban Era.

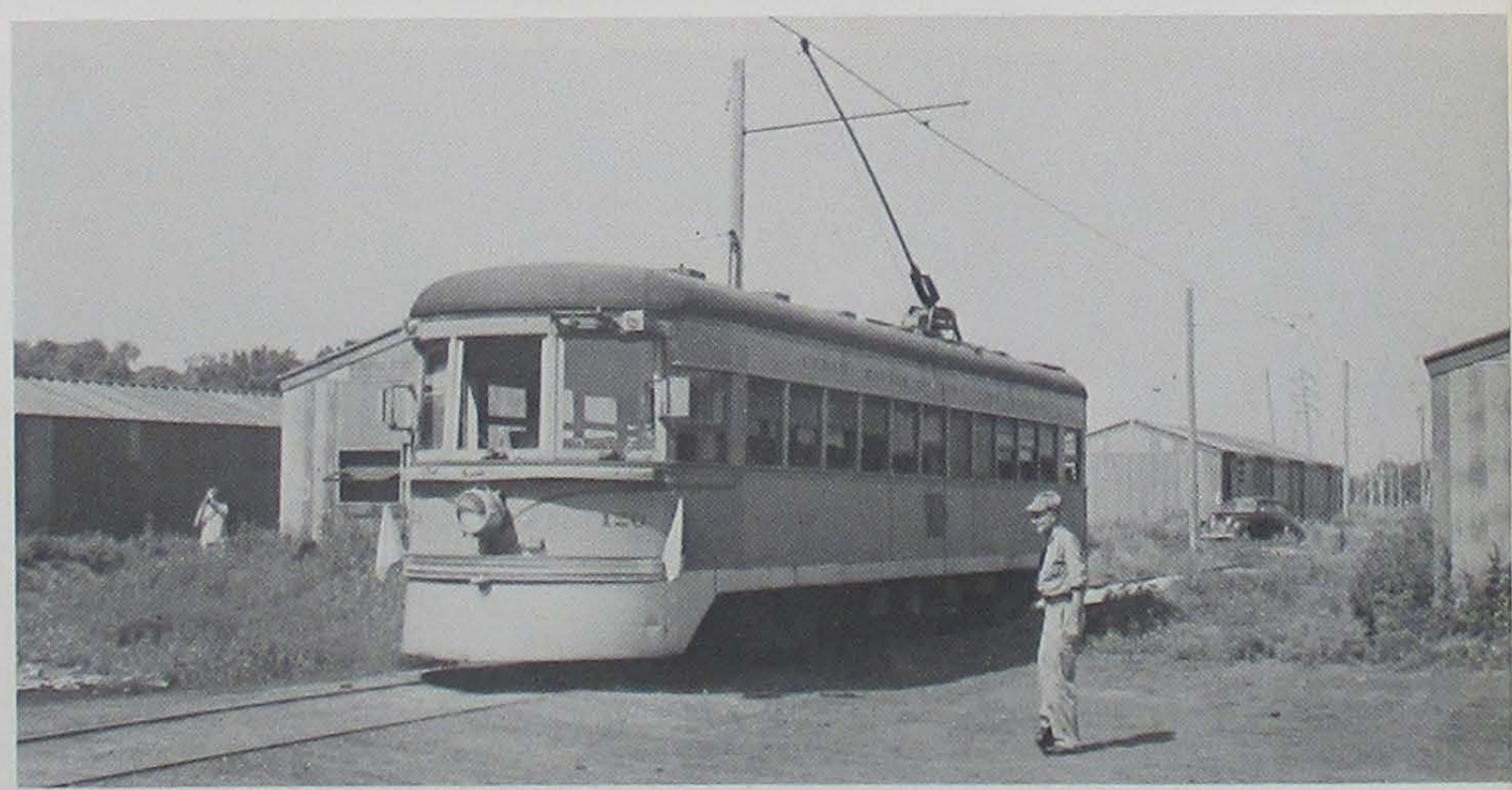
Car 120 stops at the Prairie Creek bridge near Hawkeye Downs which can be seen in the background. Car 120 is the former Indiana Railroad 65 and the sole survivor of a fleet of twenty one cars built by Pullman in 1931 for the IRR. In 1974 this car has been restored to its appearance as IRR 65 and operates at the Illinois Railway Museum, Union, Illinois. Robert J. Levis Collection.

It seems only proper for Crandic to have one of the former Indiana Railroad lightweight cars as the ex-C&LE cars influenced their design. On May 1, 1944, 120 was photographed in fantrip service in Iowa City. William C. Janssen photo. **In regular service 120 was in the camera's view on June 20, 1950. Operating as train number 18 it was on the final leg of its journey up 4th Avenue South West in Cedar Rapids.** William D. Middleton photo.

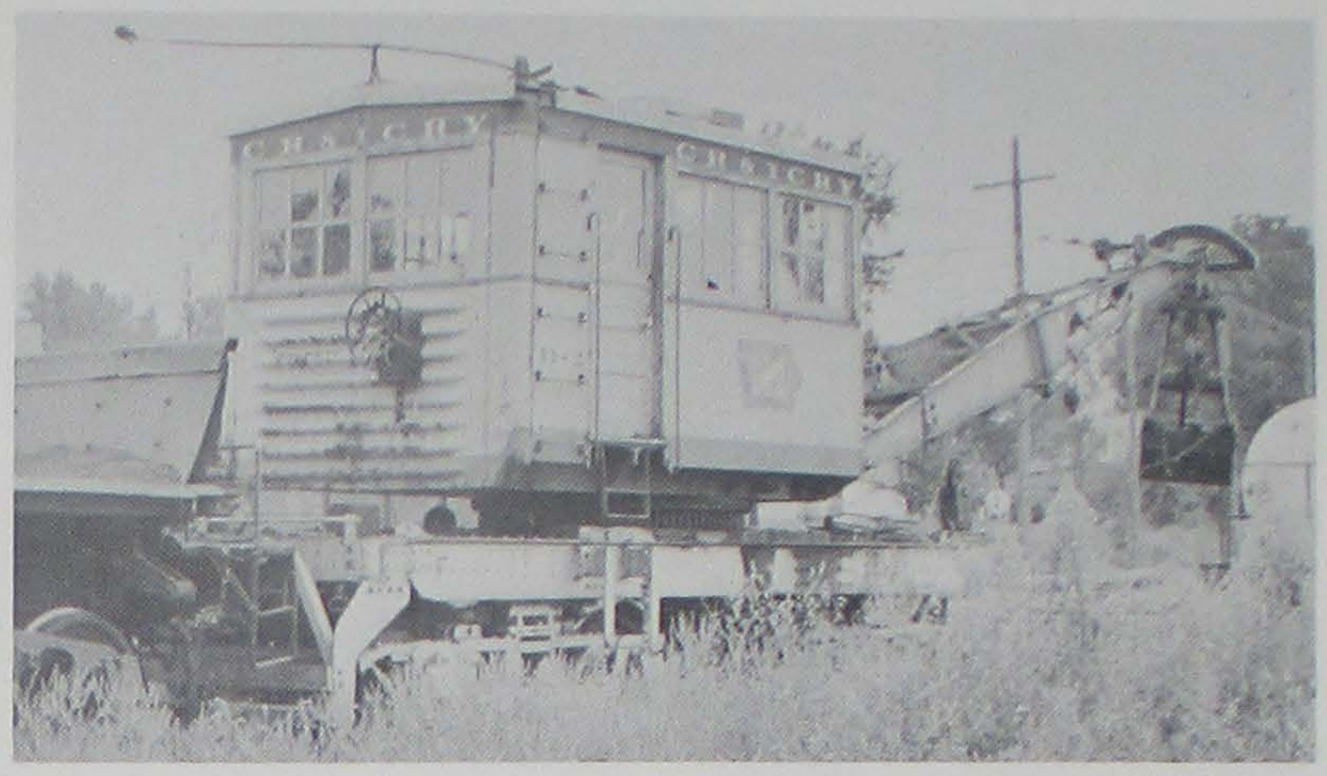
Ironically, the last car to operate over the line in regular passenger service was the last car acquired. 120 is preparing to leave Iowa City as the sixth and final section of train number 3 on May 30, 1953. This was the last run. In later years 120 was used frequently as its riding qualities proved to be more durable. On August 12, 1951, 120 is backing off College St. onto Capitol St. after the loop was abandoned in Iowa City. Both photos William C. Janssen.

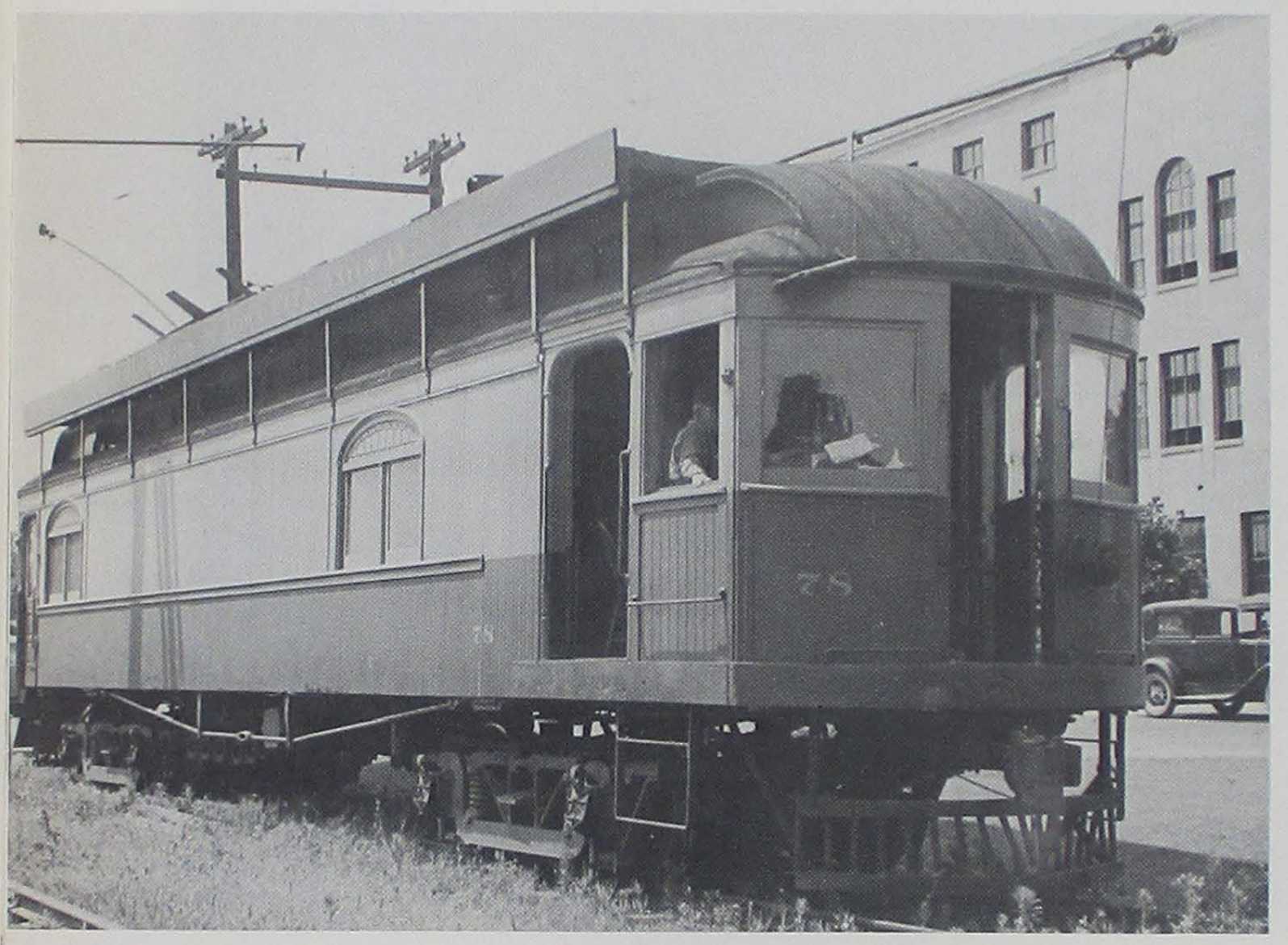


During the early 1950's a branch was built near Cedar Rapids from the mainline to the then new Rural Electrification Administration power station. On only one occasion did passenger equipment operate over this line and that occasion was a fantrip. 120 is preparing to back to the mainline from the power station. The trolley rope is held in position by a "cleat" which was welded on the right hand side of the car. This cleat was applied as the cars regularly backed between the Shops and Cedar Rapids station. Robert J. Levis Collection.



Most essential to continued operations is work equipment. Crandic had its fair share. D-2 was a mobile clamshell bucket. The trolley pole obtained power for the bucket, but the unit itself was not motorized. T.A. Carpenter photo. **Linecar 78, shown here on July 13, 1938, was rebuilt in 1934 from passenger car 164.** Malcolm D. McCarter Collection. **In later years 109 was fitted with a platform for use as a linecar as shown here in 1951 on the R.E.A. Power Station branch.** S.C. Griffith photo.





ISSUED BY

CEDAR RAPIDS AND IOWA CITY RAILWAY COMPANY

FINAL PASSENGER TRIP

1904 ★ 1953

making the end of a transportation era

SPECIAL EXCURSION

TICKET

When officially stamped

GOOD FOR ONE PASSAGE

TO DESTINATION SHOWN HEREON.

In selling this ticket and checking baggage hereon, the selling carrier acts only as agent and is not responsible beyond its own line.

General Traffic Manager

Via Section No. 120

Baggage ★ Punch Here

BETWEEN

Cedar Rapids, Iowa

AND

Iowa City, Iowa

Destination

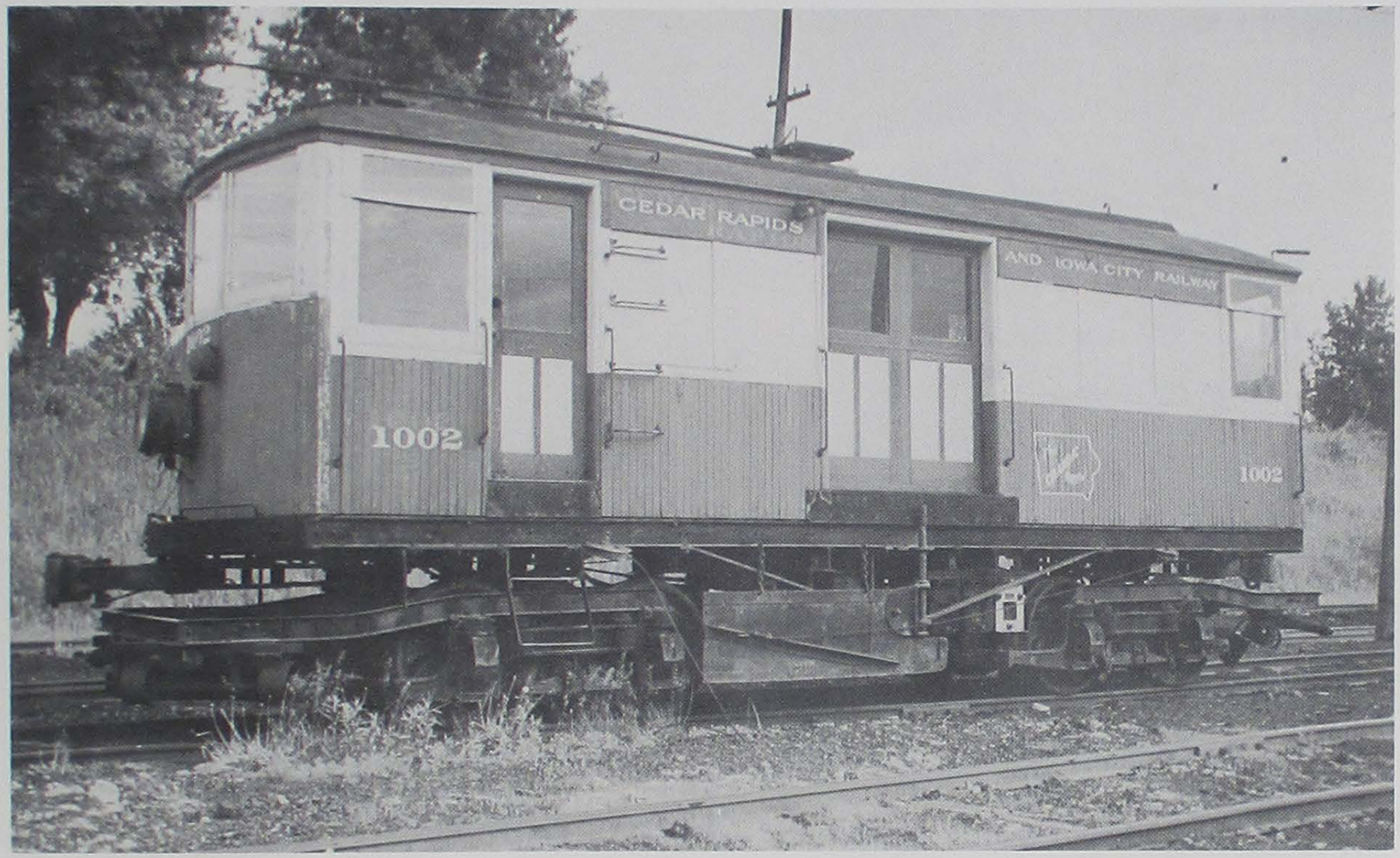
278

Form CPN-1

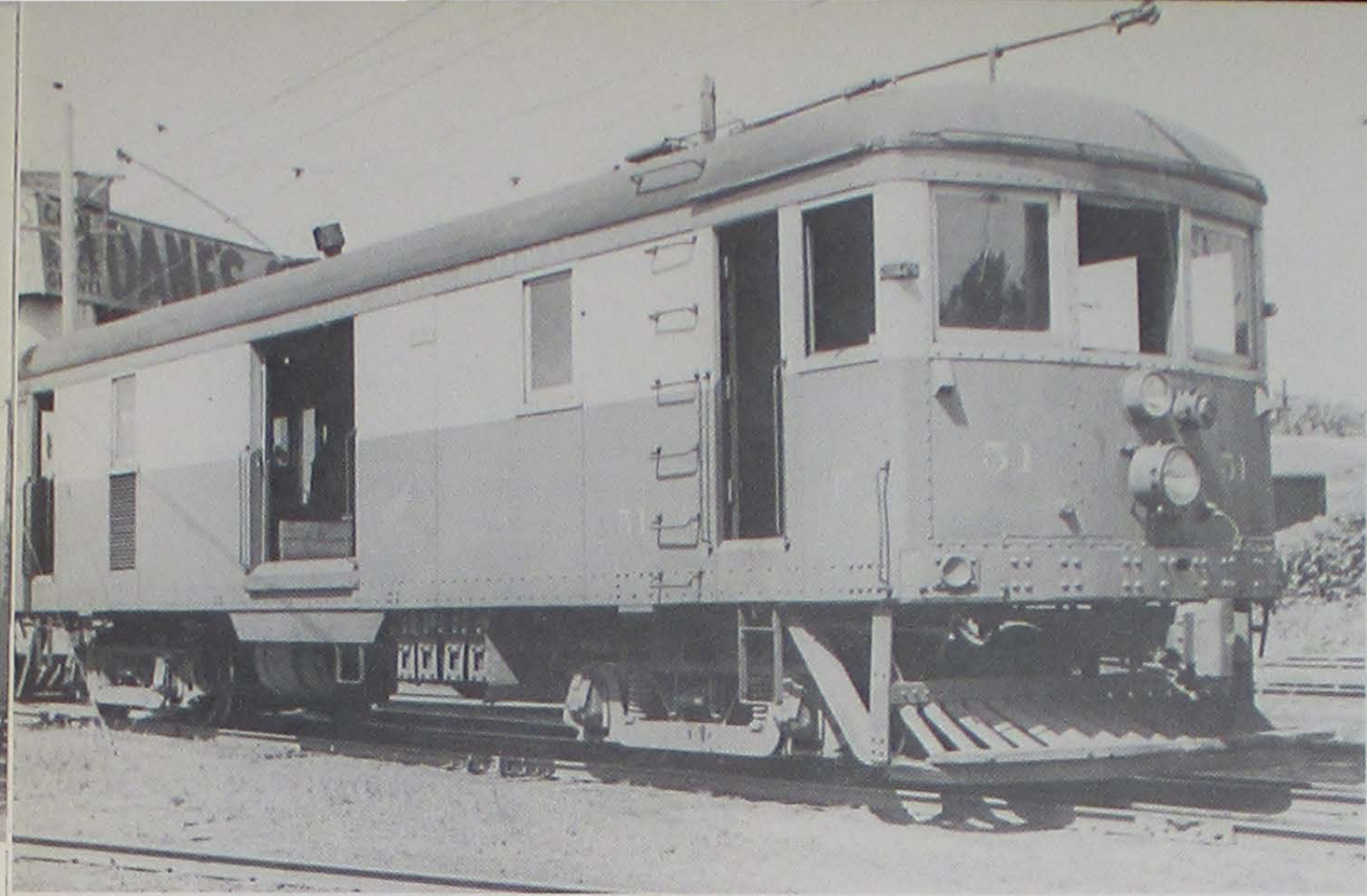
Via

If One-half ★ Punch Here

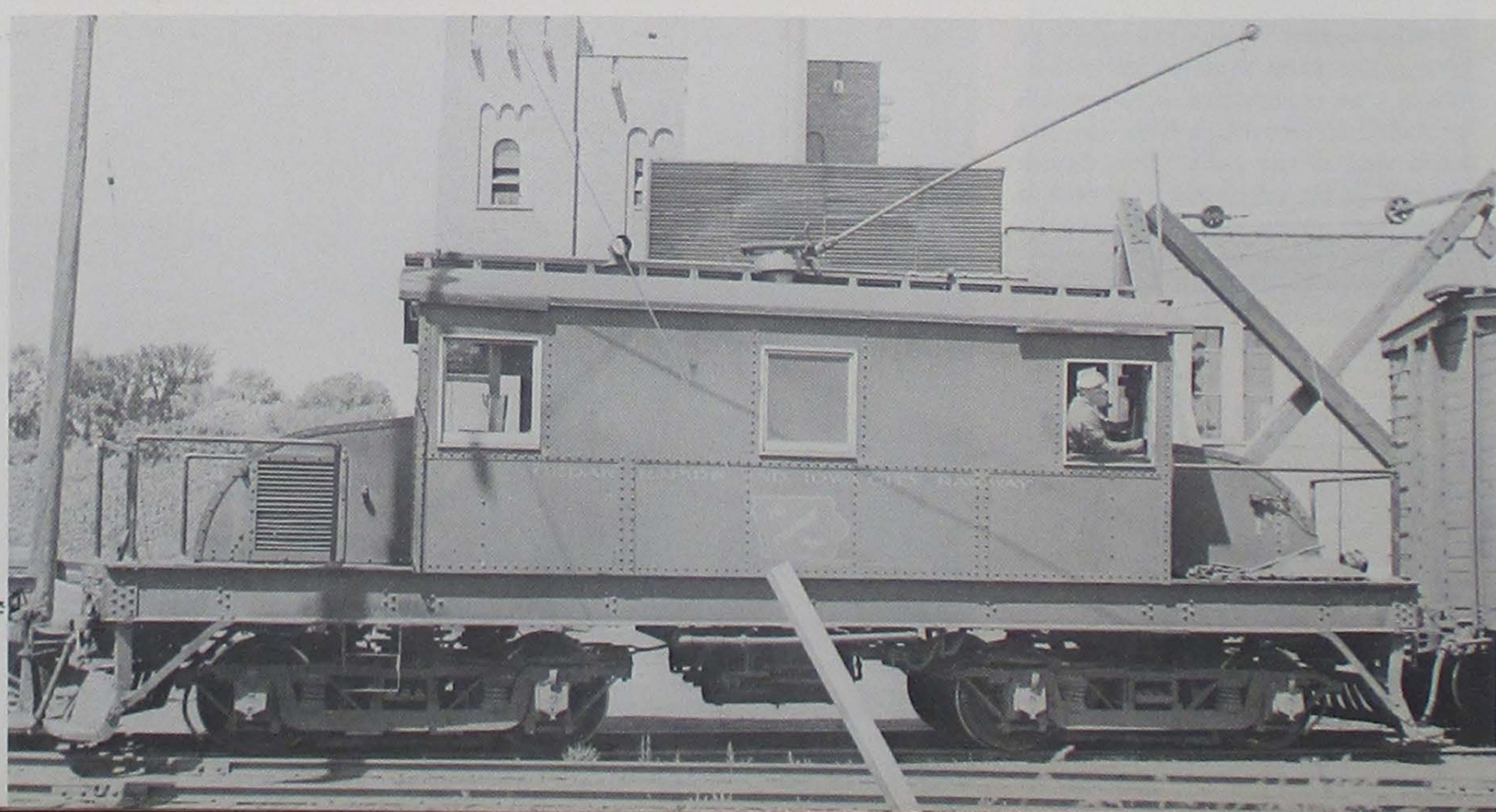
Street operation and Iowa snow storms combined to require the need for some special purpose equipment. Sweeper 1001 cleaned the pavement surrounding Crandic's rails. Malcolm D. McCarter Collection. **Flanger 1002, which was built from an old streetcar, would extend its plow blades to clear snow completely away from the rails.** Robert V. Mehlenbeck photo.

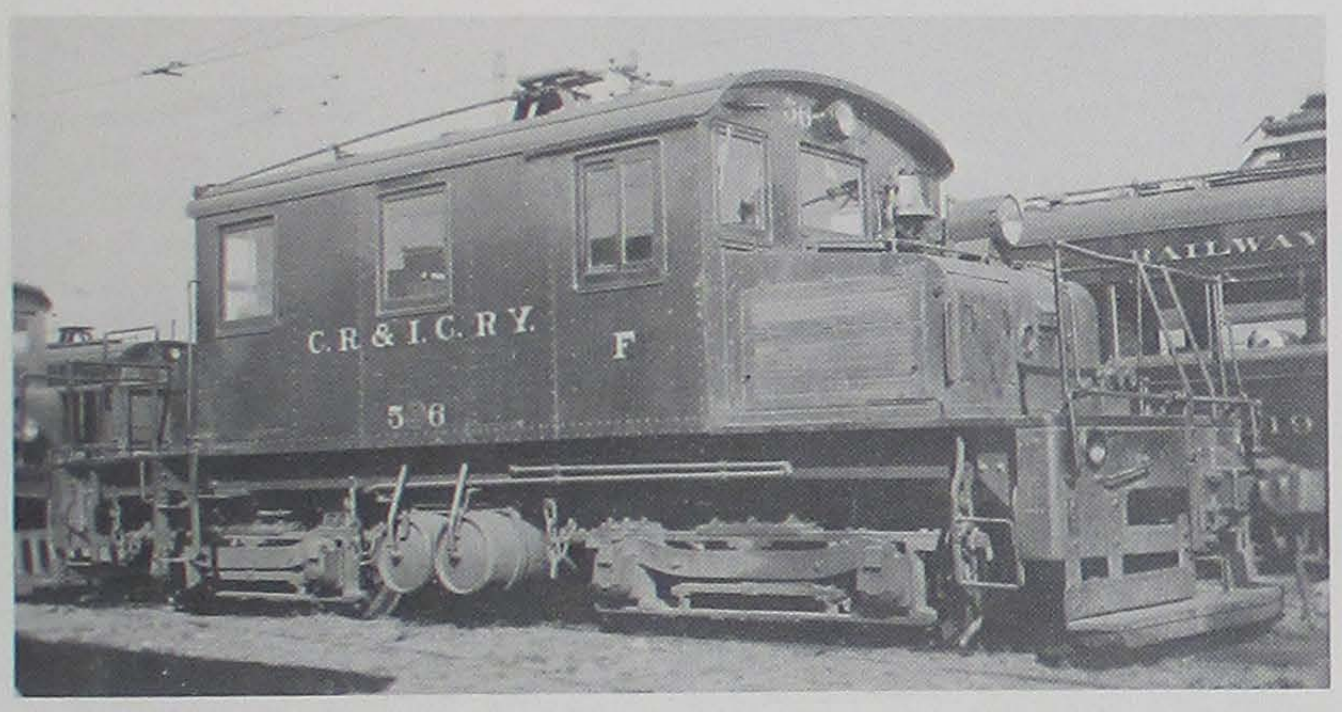


Express motor 50 was the recipient of another John Munson invention. It had a set of remote controls which provided for operation from the left hand side of the cabs. This device proved to be particularly useful in switching operations. Malcolm D. McCarter Collection.

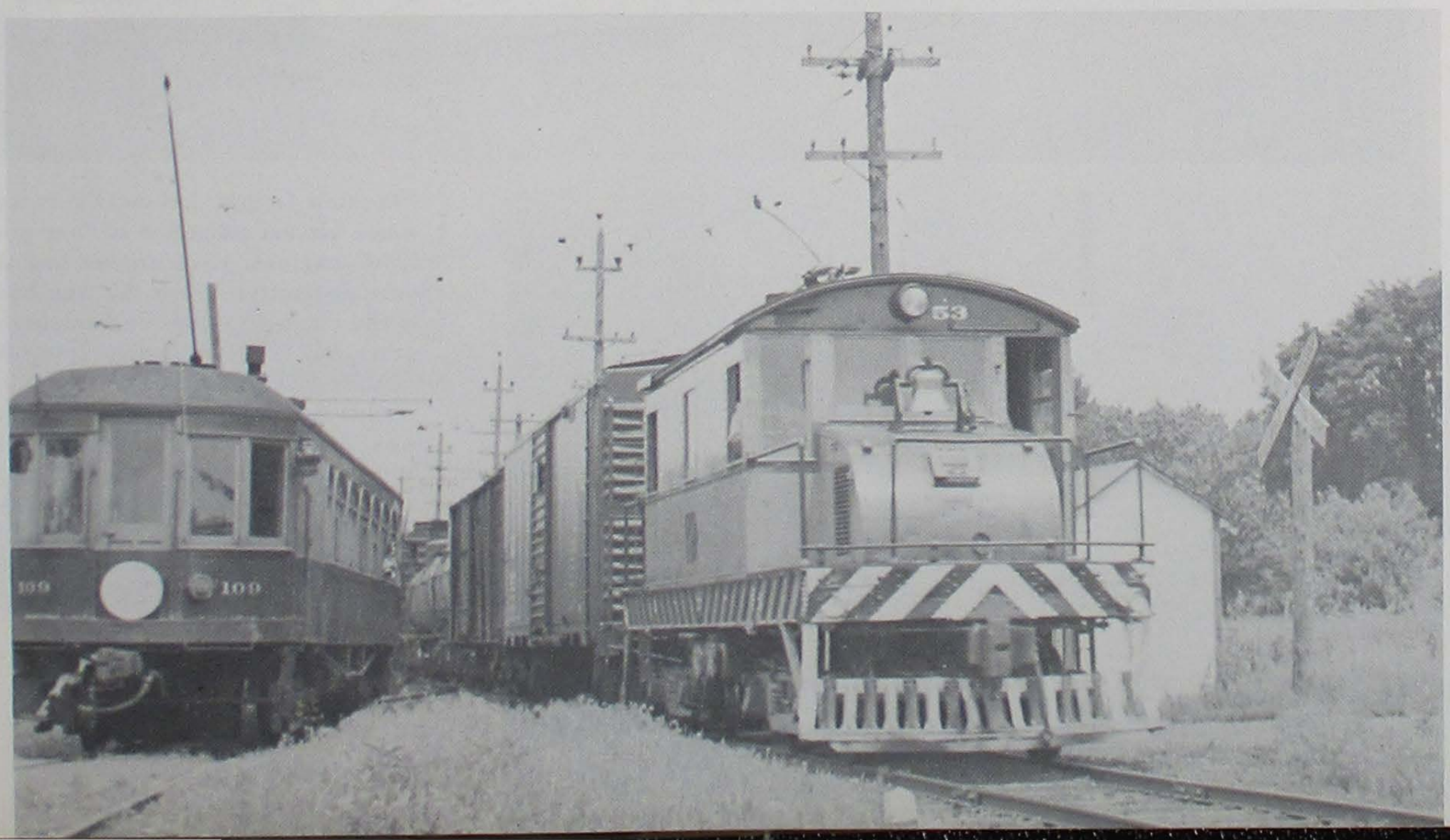


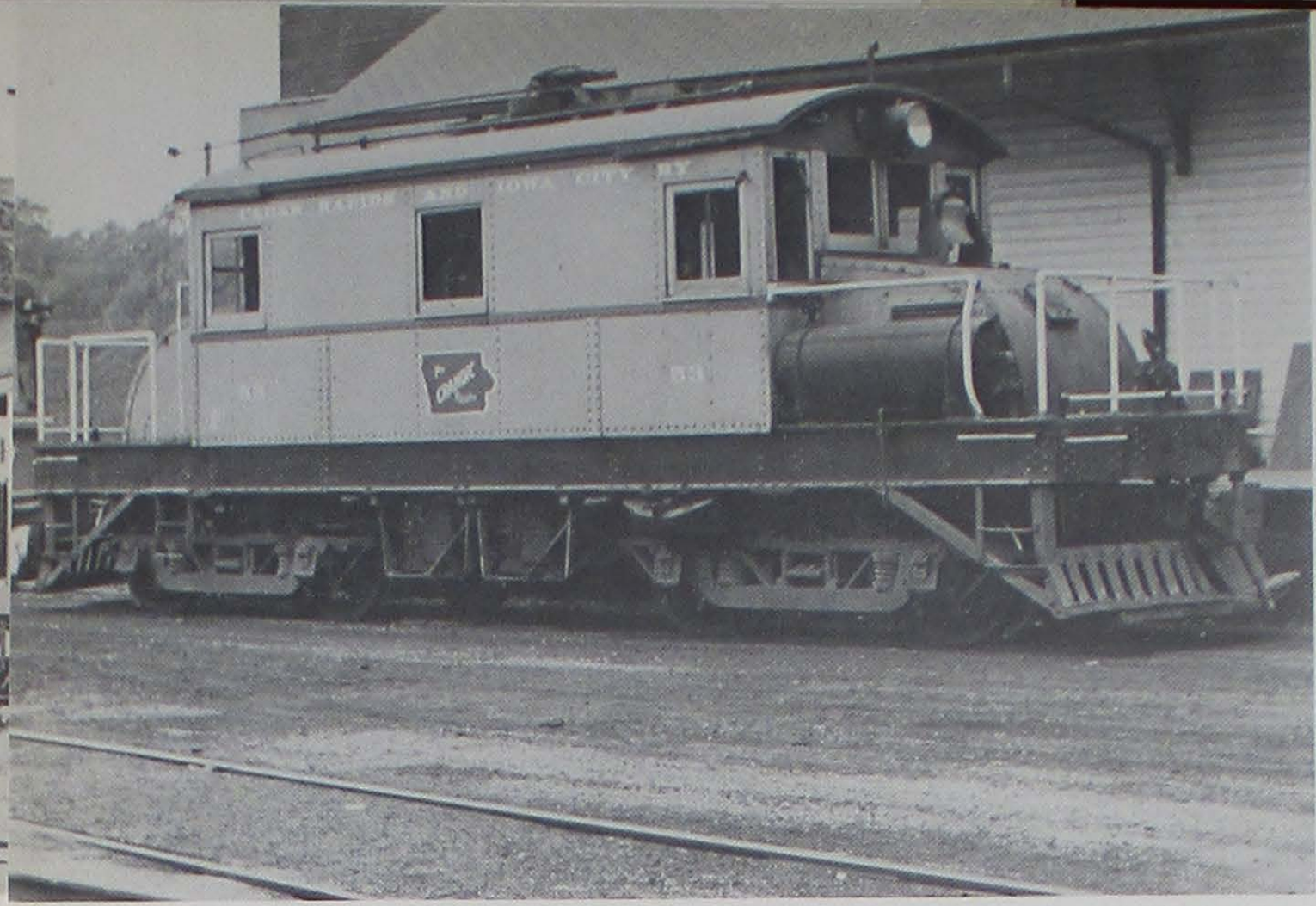
Freight and express traffic were accommodated by three types of vehicles. Express motor 51 was capable of carrying express within its body or pulling freight cars. 51 is shown here in Iowa City on July 10, 1938. Malcolm D. McCarter Collection. **176 was an express trailer which was usually towed behind passenger cars. Locomotives, such as 53 shown while switching, were designed and built to haul freight trains.** Both photos by Robert V. Mehlenbeck.

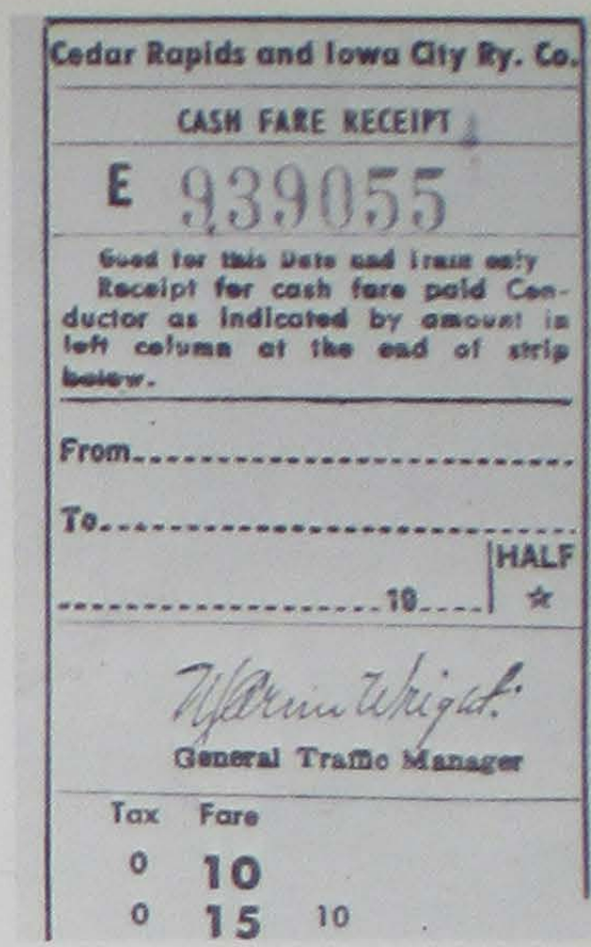




Freight motor 72 crosses the Milwaukee Road near the Shops on June 25, 1950. The effectiveness of the trolley wire "switch" is illustrated as the pole is on the proper wire. William D. Middleton photo. **The original paint scheme of the Crandic motor was not as attractive as the latter day Canary Yellow livery. 56 was resting between runs in August, 1941.** R.H. Kennedy photo from the Allan C. Williams Collection. **Before its transfer to the power station, 53 "grinds" past 109 with a heavy train in tow.** Malcolm D. McCarter Collection.







Cedar Rapids and Iowa City Ry. Co.

CASH FARE RECEIPT

E 939055

Good for this Date and train only
Receipt for cash fare paid Conductor as indicated by amount in left column at the end of strip below.

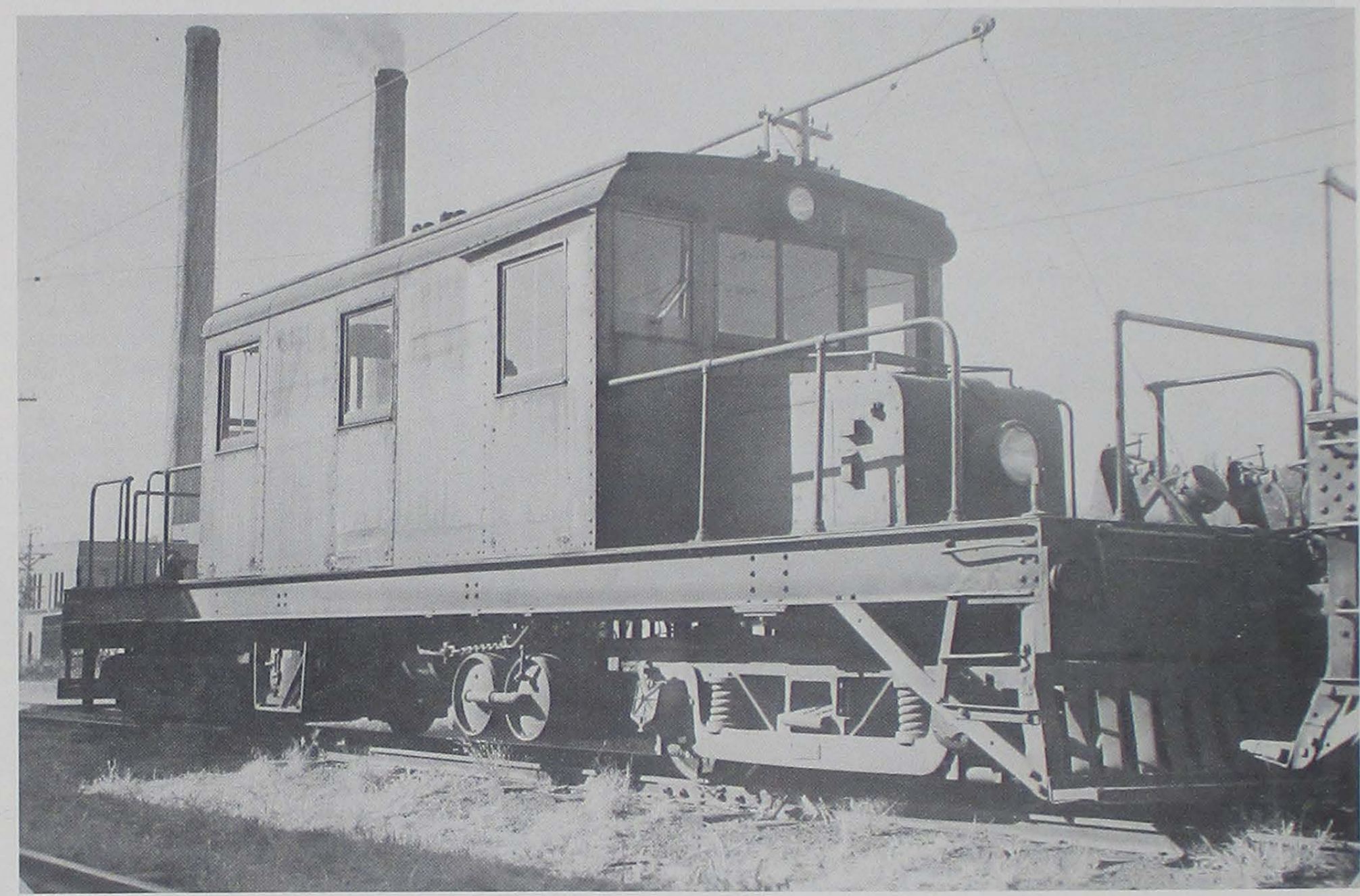
From.....

To.....

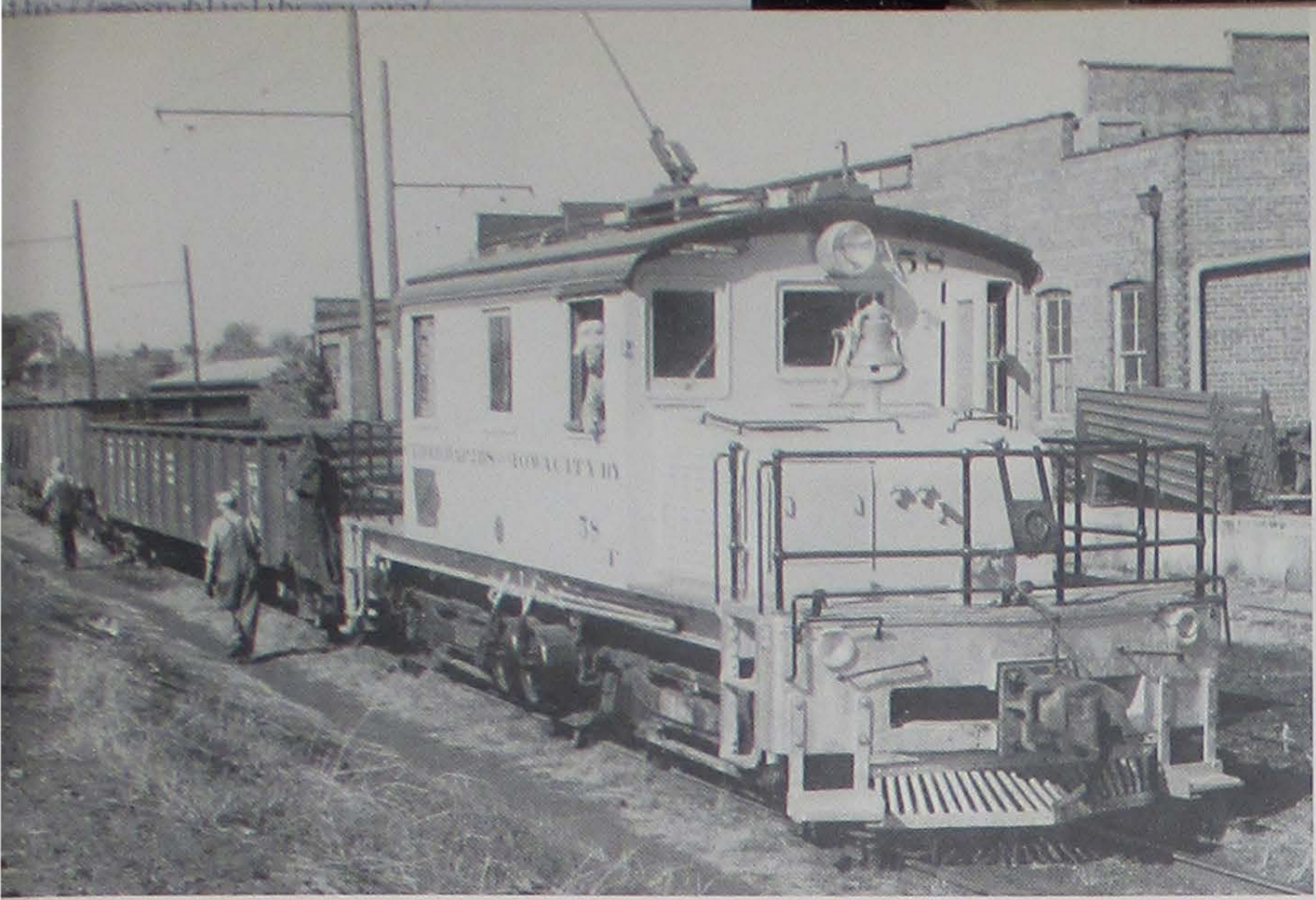
.....19.... HALF ★

General Traffic Manager

Tax	Fare	
0	10	
0	15	10

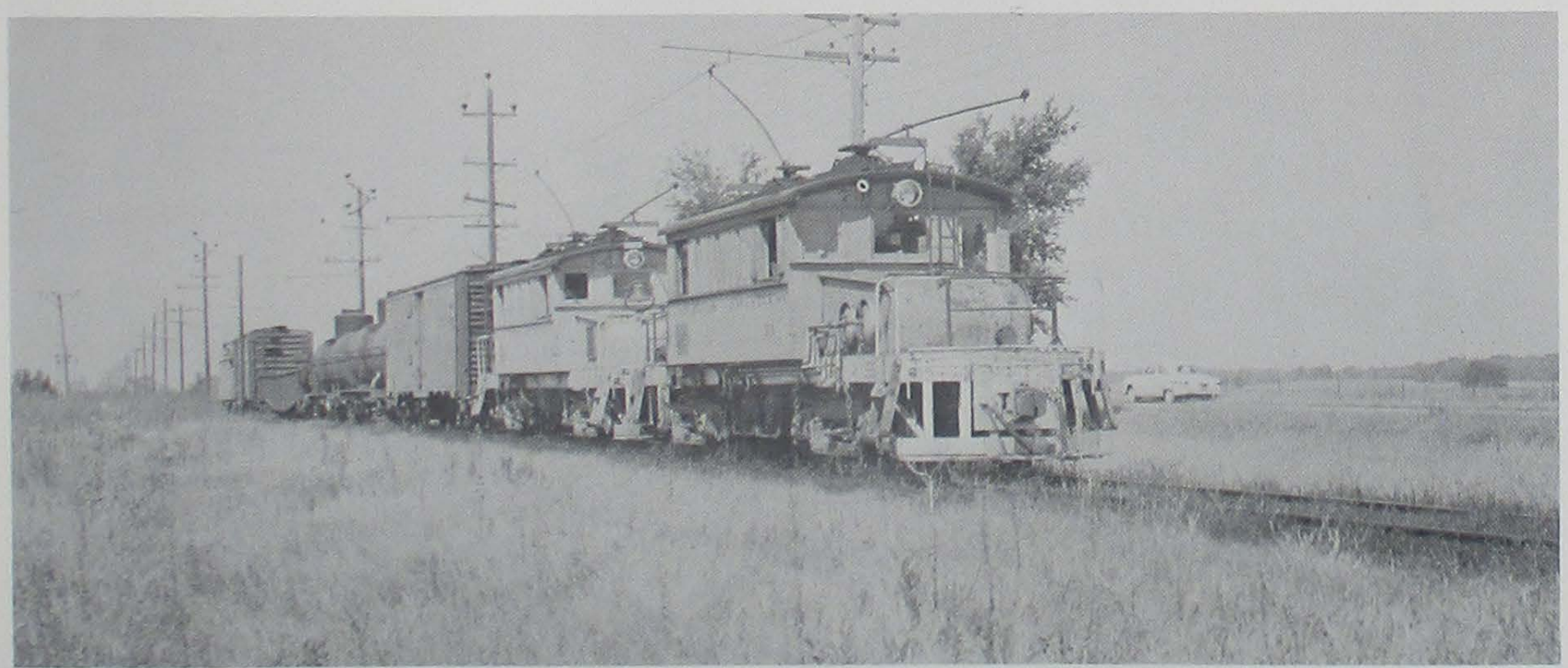


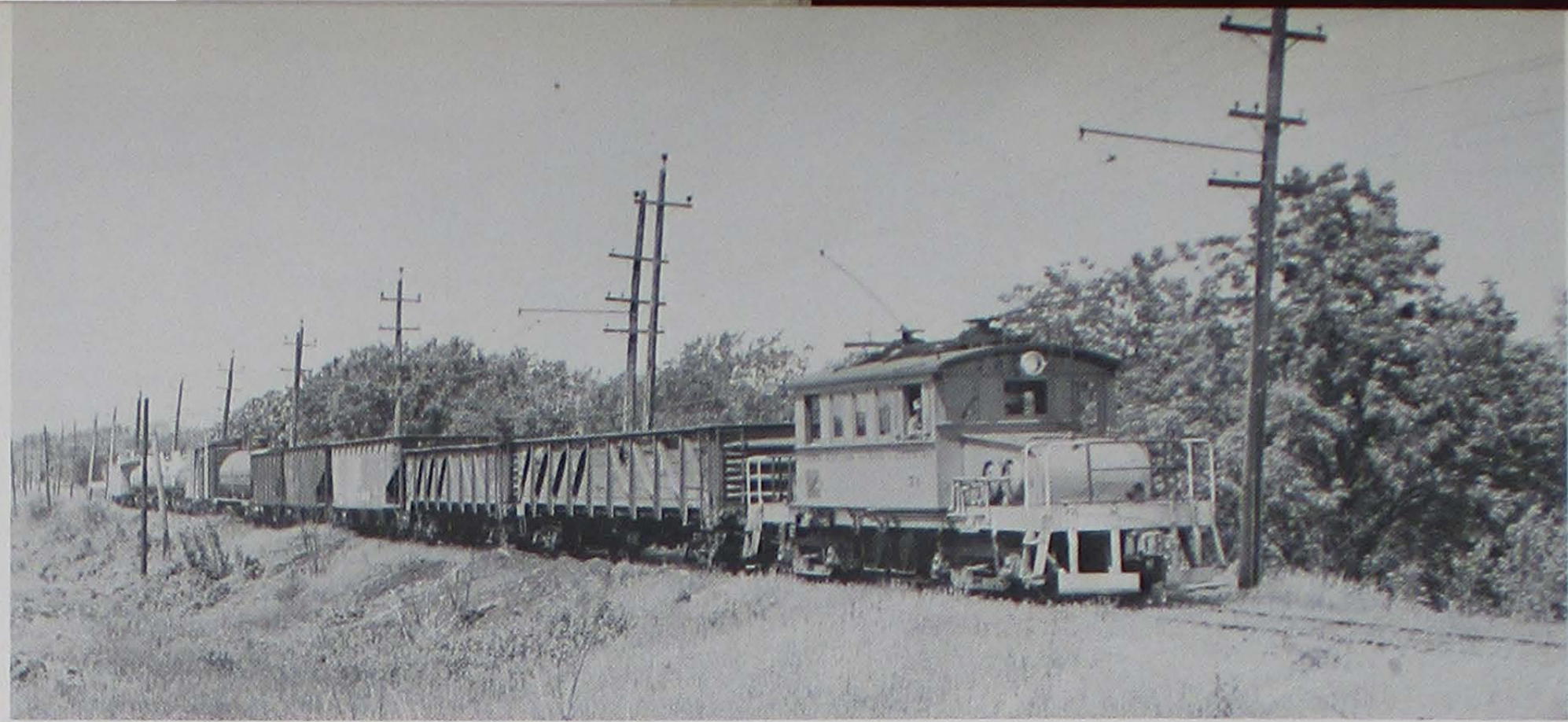
Crandic's freight locomotive roster was a virtual collection of "one-of-a-kind" engines. Each engine had its own distinctive touch. 53 was built in the company shops and employed gracefully curving ends from its relatively large cab. T.A. Carpenter photo. **Another home-built product was 54. It was more "boxy" in appearance.** Malcolm D. McCarter Collection. **The ultimate in a "boxy" appearance was 55, a home-built product of the Detroit United Railway.** T.A. Carpenter photo.

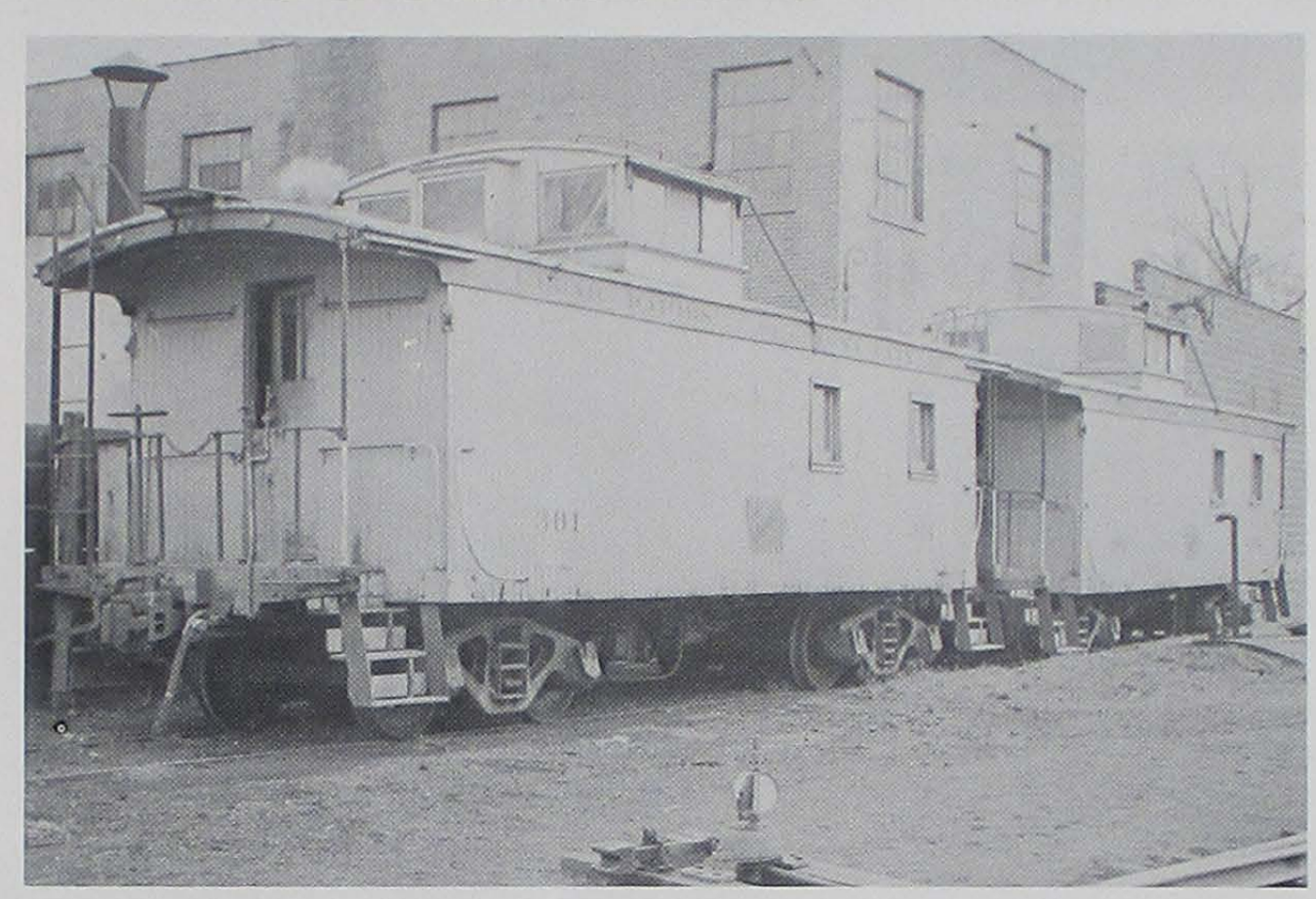


Second hand locomotives comprised a large portion of Crandic's roster. 58 is a traditional Baldwin Locomotive Works steeple cab engine equipped with Westinghouse electrical equipment. Since its construction in 1920 58 has served 4 railroads and remains active in 1974 as Iowa Terminal 50. This engine served the Crandic between 1948 and 1954 in capacities such as switching in Cedar Rapids on September 18, 1948. William C. Janssen photo.

Two other "Boomer" locomotives were 72 and 73. These units were built by the Oklahoma Railway and ended their careers on the Chicago Aurora & Elgin. For five years between 1948 and 1953 they served Crandic. 72 is making up a train in Iowa City on October 19, 1952. Malcolm D. McCarter Collection. **Both engines team-up for road service in classic scene of heavy interurban freight service operated by the Iowa lines.** Donald Idarius photo.







All the characteristics of heavy interurban freight service are represented on this page. A steeple cab locomotive, in this case 73. William D. Middleton photo from The Interurban Era. **Bottom: Following the locomotive is a string of freight cars—usually not too many in number, and as in the case of most Iowa lines, a caboose like 301. This train is a southbound extra near Cedar Rapids.** William D. Middleton photo. **Left: Cabooses were used on road trains. The "fleet" is shown here between runs.** Robert J. Levis photo.

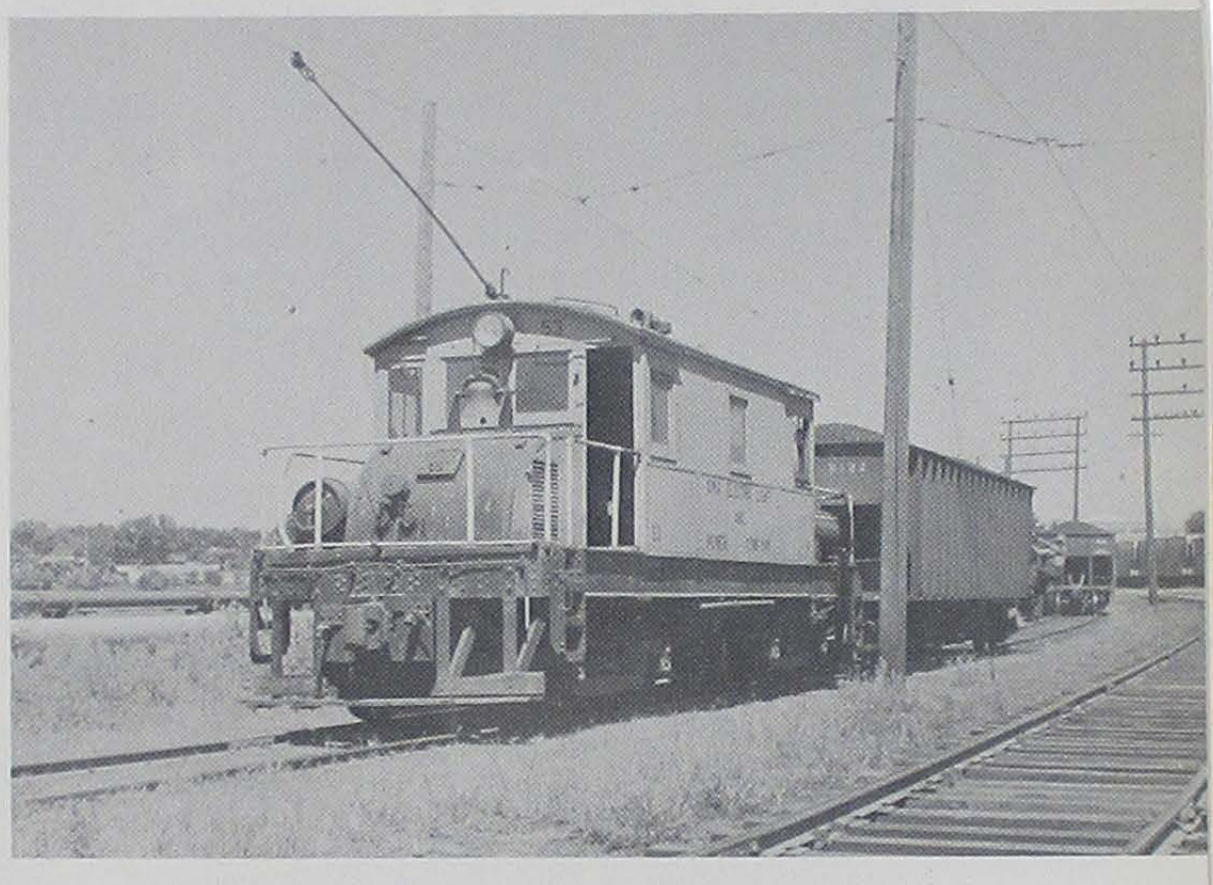
CEDAR RAPIDS POWERHOUSE

The Iowa Electric Light & Power Company, parent of the Crandic, had a small electric railway operation of its own in Cedar Rapids, physically separated from its public electric railways. From about 1941 until 1968 electric locomotives lettered with the corporate name switched hopper cars between an interchange with the Milwaukee Road and the 6th Street powerhouse.

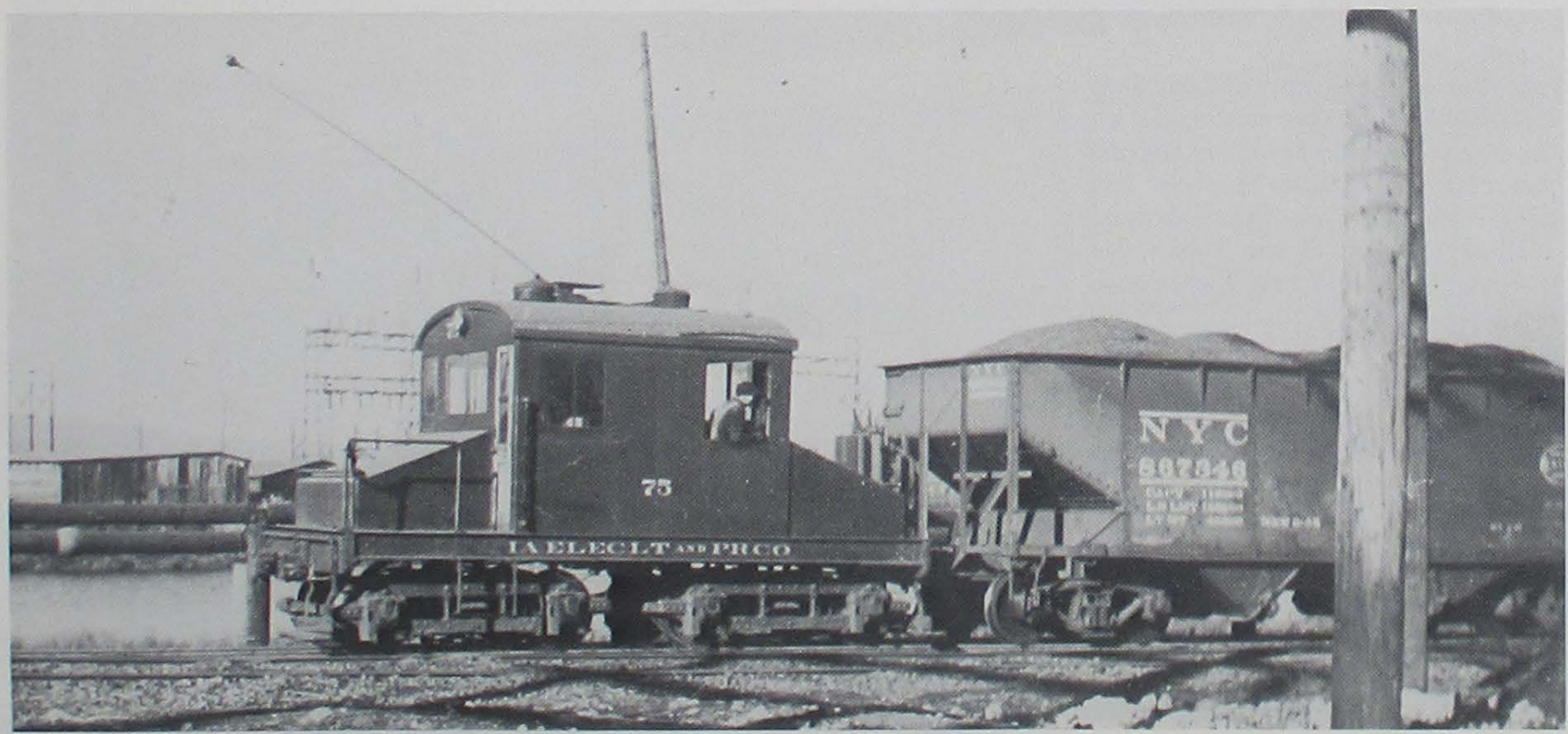
When the Power Company started its electric railway operation, Crandic locomotive number 75 was moved to 6th Street and became IELP No. 1. In the unloading shed at the power plant was a car shaker to loosen the coal so that it would drop into the pit between the rails. To clear the shaker, the trolley wire was offset to one side of the track (almost directly over one rail) on the entire layout. This meant a comparable offset of the locomotive's trolley.

Power for the trolley wire came from a special 600 volt supply which IEL&P generated primarily for sale to downtown office buildings for passenger elevator operation.

When Crandic ended electric freight operation in the fall of 1953, their number 53 was transferred to the Power Plant to replace lighter no. 75. In 1968 a diesel was purchased to switch the plant. No. 53 was sold to the Iowa Terminal railroad for parts and moved to Emery for dismantling.



Against a background of the powerhouse 53 pushes a hopper car into the dumper. Typically, the coal was brought from the Rock Island interchange at Iowa City. 53 has coupled into a loaded Rock Island hopper and is taking it to the powerhouse. Both photos Steve Meyers. **The original locomotive, 75, is shown while switching the yard on July 20, 1947.** Robert J. Levis Collection.



MARSHALLTOWN

An abortive attempt to provide street railway service in Marshalltown was made in 1878. The Marshalltown Street Railway Company was organized with a capitalization of $15,000. Nothing came of this venture. In 1882 another attempt was made with more success. On December 1 of that year, a new company using the same name was organized by B. T. Frederick, F. E. Foley, C. C. Gilman and A. E. Shorthill. Capital stock authorized was $30,000. Sufficient stock was sold to permit building a four-foot-gauge horsecar line. One route was on Main Street from 3rd Street to the Fairgrounds (near 8th or 9th Avenue) with another line down 3rd Avenue to the Union Station.

On March 30, 1889 the Marshalltown Passenger Railway Company took over the existing horsecar lines. This appears to have been only a reorganization as promoters of the previous company were still involved. In 1891 they reported seven cars and 21 horses using three miles of track.

The Marshalltown Light, Power and Railway Company was incorporated July 7, 1892 as a consolidation of the Marshalltown Gas Company, the Marshalltown Electric Company and the Marshalltown Passenger Railway Company. The new combine was promoted by Jones and Hovey of Independence, Iowa with support of local interests. The street railway was rebuilt to standard gauge and electrified. Lines were extended to the Soldiers' Home and up 3rd Street to the cemetery. Local residents had agreed to a $5,000 bonus if the electric cars were in operation by December 31, 1892. It appeared that the deadline would be met without difficulty. Then a major sleet storm struck Marshalltown on the night of the 30th and almost cost the company its bonus. Crews were out all day on December 31 clearing the lines. Finally they got a car over the lines that evening, securing the bonus even though a grand opening was not possible.

In 1907 the existing lines were rebuilt and additional lines were constructed. Double track was added in the downtown area. With these improvements the Marshalltown system was at its greatest extent.

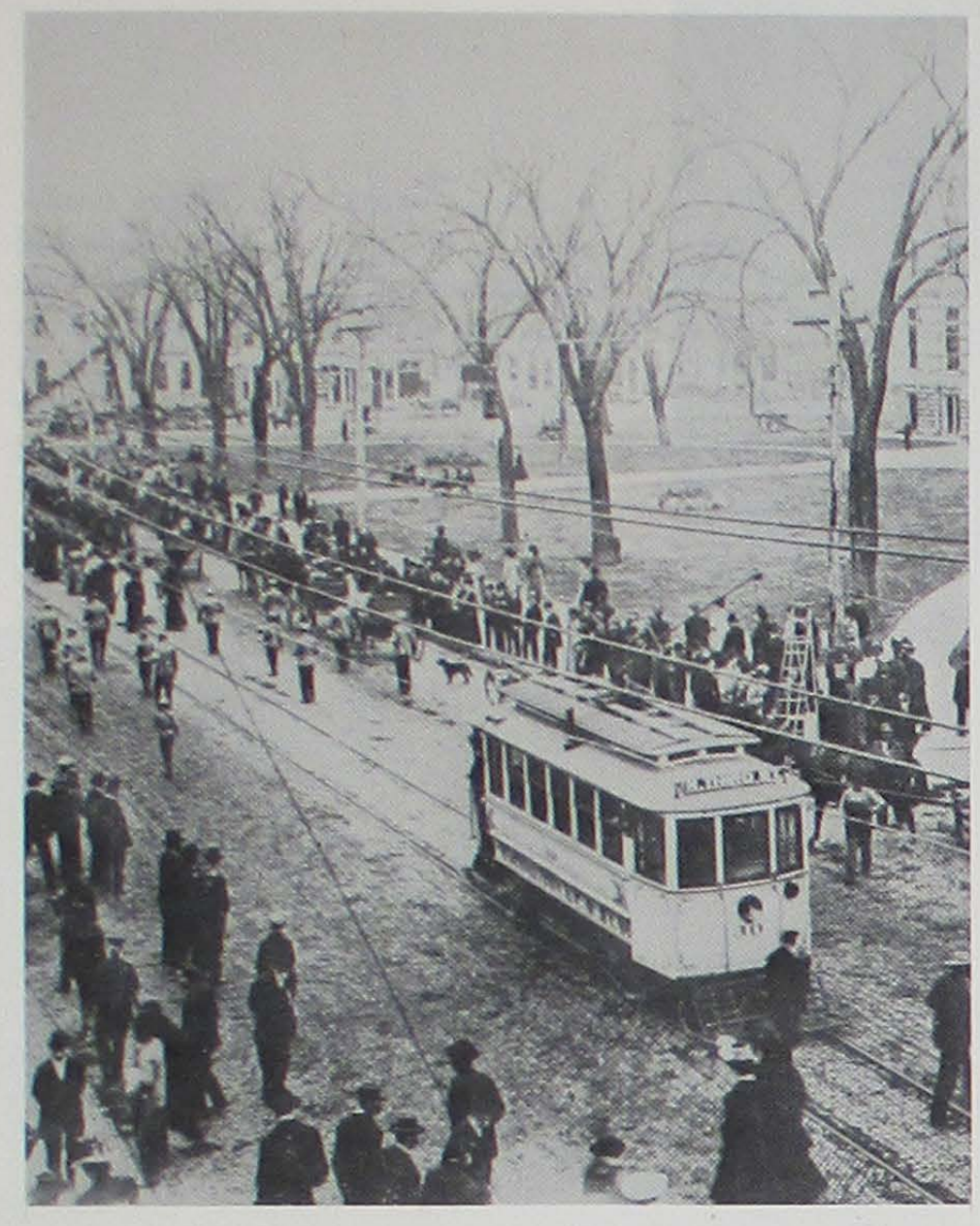
The Iowa Railway and Light Company took control of the Marshalltown system in 1912. IR&L made a number of changes to the Marshalltown property. Improvements were made to the powerhouse. Marshalltown's first snow sweeper was purchased. New cars, ordered from McGuire-Cummings, arrived in Marshalltown on April 8, 1913. Placing them in operation the same day signified the confidence in the products of the small-city trolleys' favorite builder. The new cars made it possible to convert the system to one-man operation.

Probably local car fare had been five cents, but by 1924 it had risen to ten cents. Tickets were sold at two for 15 cents or sixteen for one dollar.

In the summer of 1928 the Marshalltown transit system was converted to bus. Three buses went into service in June. Four more buses arrived in August and the final day of streetcar operation was August 31, 1928. The car bodies were sold for tourist cabins. The sweeper was transferred to the Crandic at Cedar Rapids. Some rail was pulled up from the streets during a World War II scrap drive, but some of the special work can be seen poking through the asphalt paving at a number of locations.

The Iowa Railway and Light Company (later the Iowa Electric Light & Power Company) operated the buses until 1944. The system has changed hands several times in the last 25 years. Service is still operated in Marshalltown in 1974.

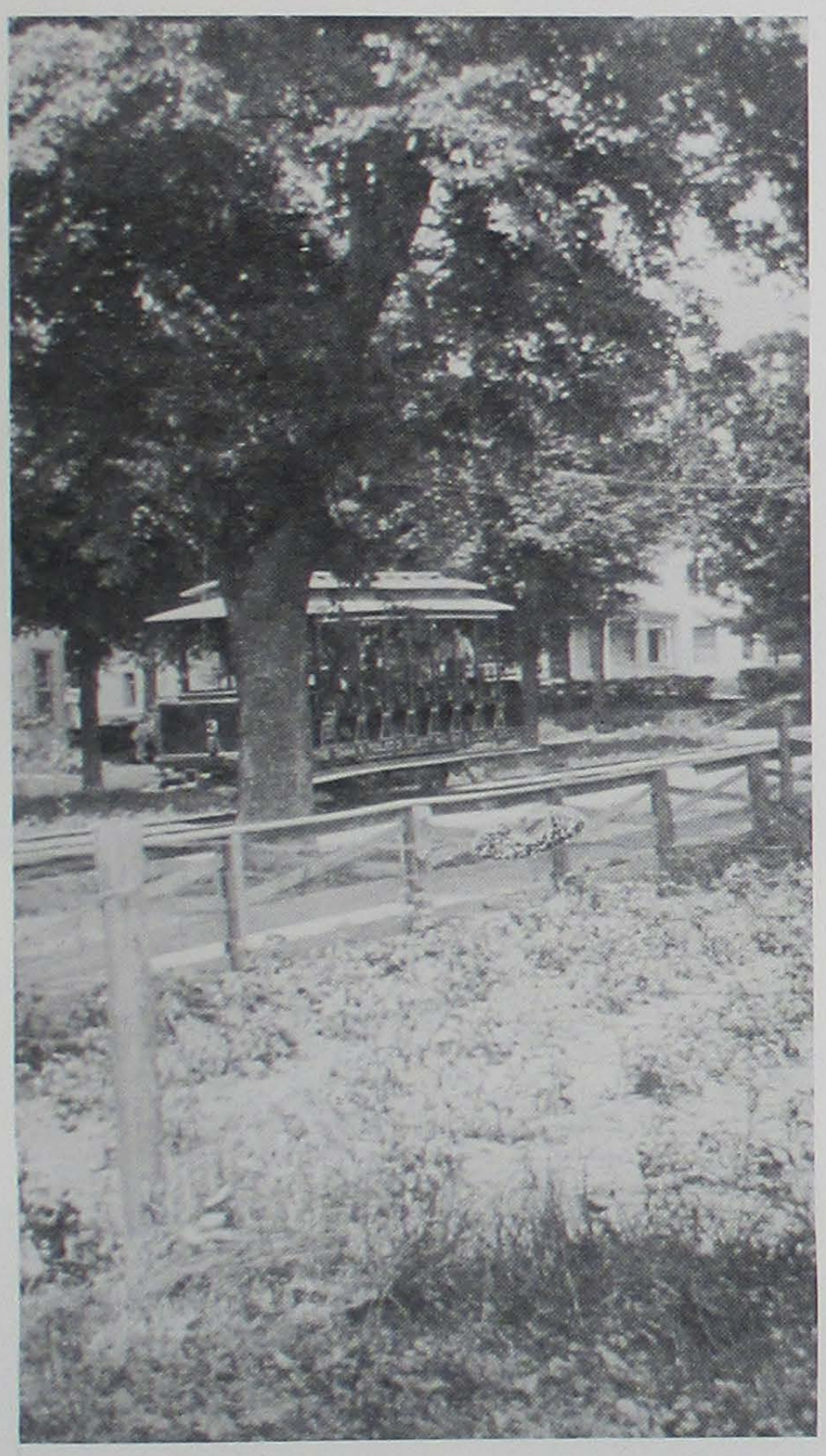
Standing in the doorway of car 30 is Earl Ennis, longtime motorman on the Marshalltown cars. This historic picture, which unfortunately has been damaged, was taken around 1910 at the end of the North 3rd Street line. Leonard Ennis Collection.



In the early 1900's car 30 had a lot of competition as it attempted to move eastbound on Main Street near Center Street. Wonder what the parade is for? Stephen D. Maguire Collection. **Pullman built three cars for Marshalltown in 1892. In these builder's photos we can see the ornate design work, especially in the interior ceiling.** George Krambles Collection.

The two generations of equipment in Marshalltown are shown on this page. Above: Car 37, which is one of the first three cars from Pullman after renumbering, is shown eastbound on Main Street at 1st Avenue. To the left in this view is the courthouse square. Below: Looking up Main Street from 2nd Avenue, we can see three of the four cars built by McGuire-Cummings. These cars served the area from 1913. Frank E. Butts Collection. **Right: Two of the McGuire-Cummings cars pass in front of the courthouse square.** Ed Frank Collection.

Above car 31, the "transit guide to Marshalltown" is suspended from the span wire. It is interesting to study this view of Main Street at Center Street. The building in which the Christian Science Reading Rooms are located was built in 1876. A pedestal for the traffic policeman is left unmolested in the center of the intersection. And the town is kept quite tidy by the trash-picker. He is hard at work across Center St. from the mailbox mounted on the five-bulb light standard. Frank E. Butts Collection.



In a view suggestive of "Car 3, where are you?" a Tama & Toledo open car trundles along with seating capacity considerably in excess of that required. Ronald D. Sims

TAMA & TOLEDO RAILWAY

The Tama & Toledo Electric Railway & Light Company was chartered on February 3, 1894 to link Toledo, the county seat of Tama County, with Tama, on the Chicago-Omaha mainlines of both the North Western and St. Paul Railways. It opened on July 4, utilizing two single-truck closed Laclede cars. There appears to have been some equipment to haul freight and baggage and a coal car to haul fuel for the company's power plant.

The line was on the streets in both cities and ran on side-of-the-road right-of-way between. In 1912, the line was acquired by the Iowa Railway & Light Company of Cedar Rapids and the name changed to Tama & Toledo Railway.

In 1919, the road was completely relocated. The chain of events started when Leander Clark College in Toledo merged with Coe College in Cedar Rapids. The Toledo campus was vacated and local interests looked for a use for the site. The State of Iowa took the property for a State Juvenile Home (orphanage), but insisted that rail service be available to bring in coal for the central heating plant.

The Iowa Railway & Light Company agreed to build a new Tama & Toledo Railway freight belt around the edge of Tama and to the Juvenile Home. The line was designed for freight traffic with some grading to ease the contours of the land. About the same time the city of Tama notified the T&T of intention to pave McCelland Street with assessment of paving cost on the railway. The railway appealed claiming that the assessment was an unbearable financial burden. The city refused to compromise.

T&T decided to abandon its street trackage and route its passenger cars on the new belt line, originally planned only for freight. On August 14, streetcar operation on the original route was suspended. On December 19, the new line was placed in operation. Passenger service was one-manned. Cars were operated on a 40-minute headway from 6:30 AM to 11:30 PM. Fare

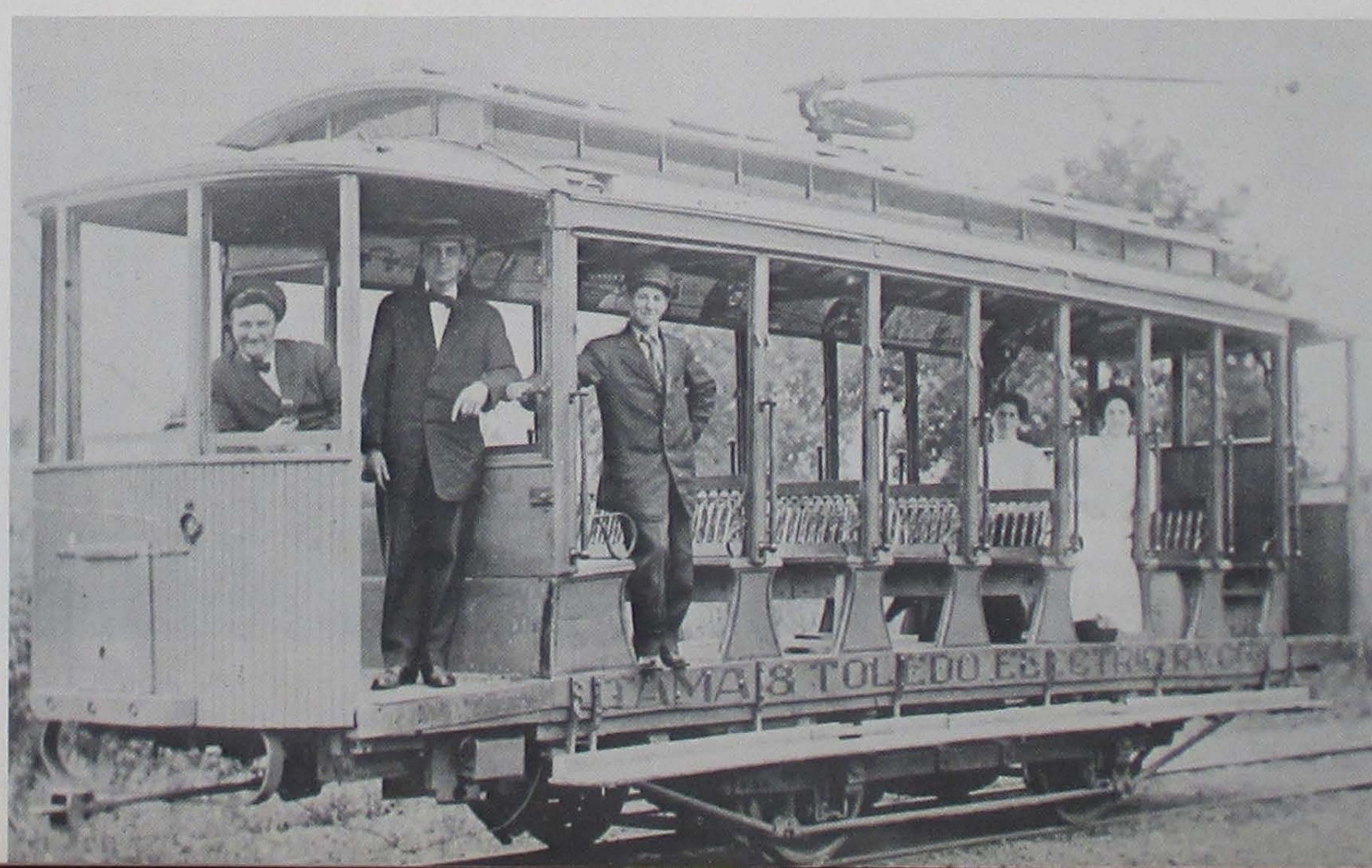
was 15 cents cash or 100 tickets for $12.00. Local fare in either town was 10 cents. Headway was shortly reduced to 20 minutes.

The freight operation served the Juvenile Home, a stock loading facility in Toledo and a canning factory. An electric locomotive, which may have been a Crandic unit from Cedar Rapids, was acquired about 1920.

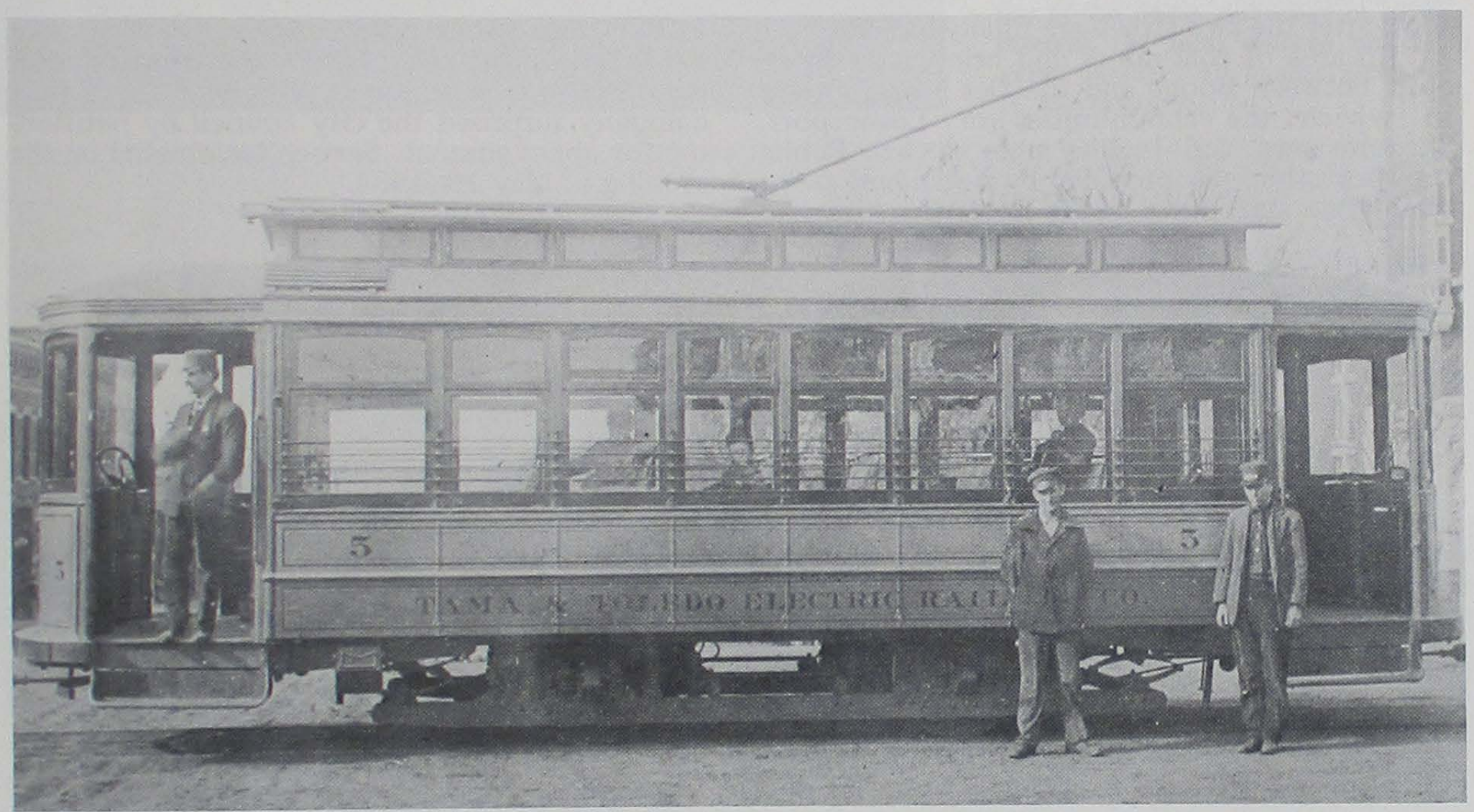
After a few years, an attempt was made to use a bus for passenger service. It failed on account of road conditions. By 1925 improvements had been made in the road and the streetcar operation ended June 25, 1925 being replaced by bus service. Electric freight service continued for a few months. The 1926 report to the Railroad Commission of Iowa shows one gas-powered engine and one gas-powered express car. In 1929 a Whitcomb gas-mechanical unit was acquired, replaced at the end of World War II with a General Electric diesel.

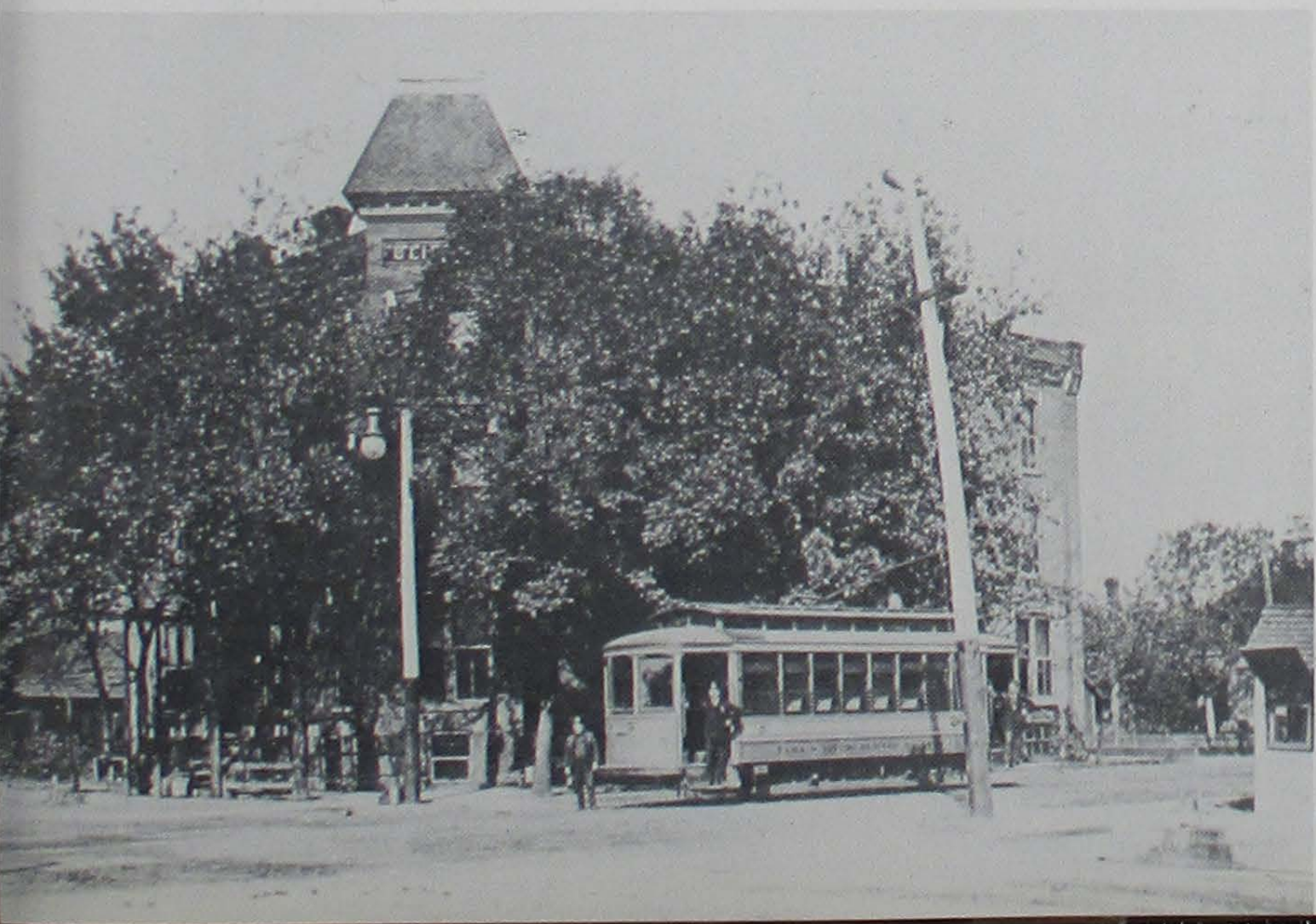
Faced with declining traffic, the line ceased operations January 31, 1953.

With a firm grip on the controller handle an intense motorman is piloting car 1 north on Broadway. This rare action photo taken around the turn-of-the-century documents traction in its infancy. The car is crossing High Street, Toledo, at probably what was then considered breakneck speed. A classic view of small city streetcar operations. Edwin E. Allen/Wendell J. Dillenger Collection. **Open motor 3 was photographed with crew and passengers in 1908 between Toledo and Chataqua Park. The crew, from the left is Dell Bricker, Bill Dolash and Conductor Clifford Turbett. Turbett, the father of our contributor, was 16 years old when this picture was taken.** Mrs. Fred Mohrfeld Collection.



Street railway operations through the years are depicted in these three views. Either car 1 or 2 awaits its departure time at 3rd & Sigel Streets in Tama. The number of horse-drawn carriages suggest this to be a turn-of-the-century era scene. Car 5, a 1908 product of St. Louis Car Company, is shown in two of these views. The location of the center picture is not known; however, the bottom picture is alongside the Hotel Clifton in Tama. The hotel was conveniently located at Sigel just across from the Chicago & Northwestern Depot on 3rd Street. All photos Frank E. Butts Collection.





BOONE

In 1883 the Boone and Boonesboro Street Railway was chartered to build a narrow gauge horsecar line between Chicago & North Western Railway station and the Court House. Two cars were ordered for the 1¼ mile line. The stables and carbarn were located near the Court House square.

L. W. Reynolds, who was the president of the Waterloo Street Railway, purchased the stock interest of the two other shareholders who organized the company. Then in 1893 he organized the Boone Electric Street Railway & Light Company. This company acquired the Boone and Boonesboro Street Railway and the Edison Light Company. Progress came slowly as the line was standard-gauged in 1895, electric equipment and trolley wire were installed in 1897 and electric operations commenced on November 14, 1899 after the two streetcars finally arrived.

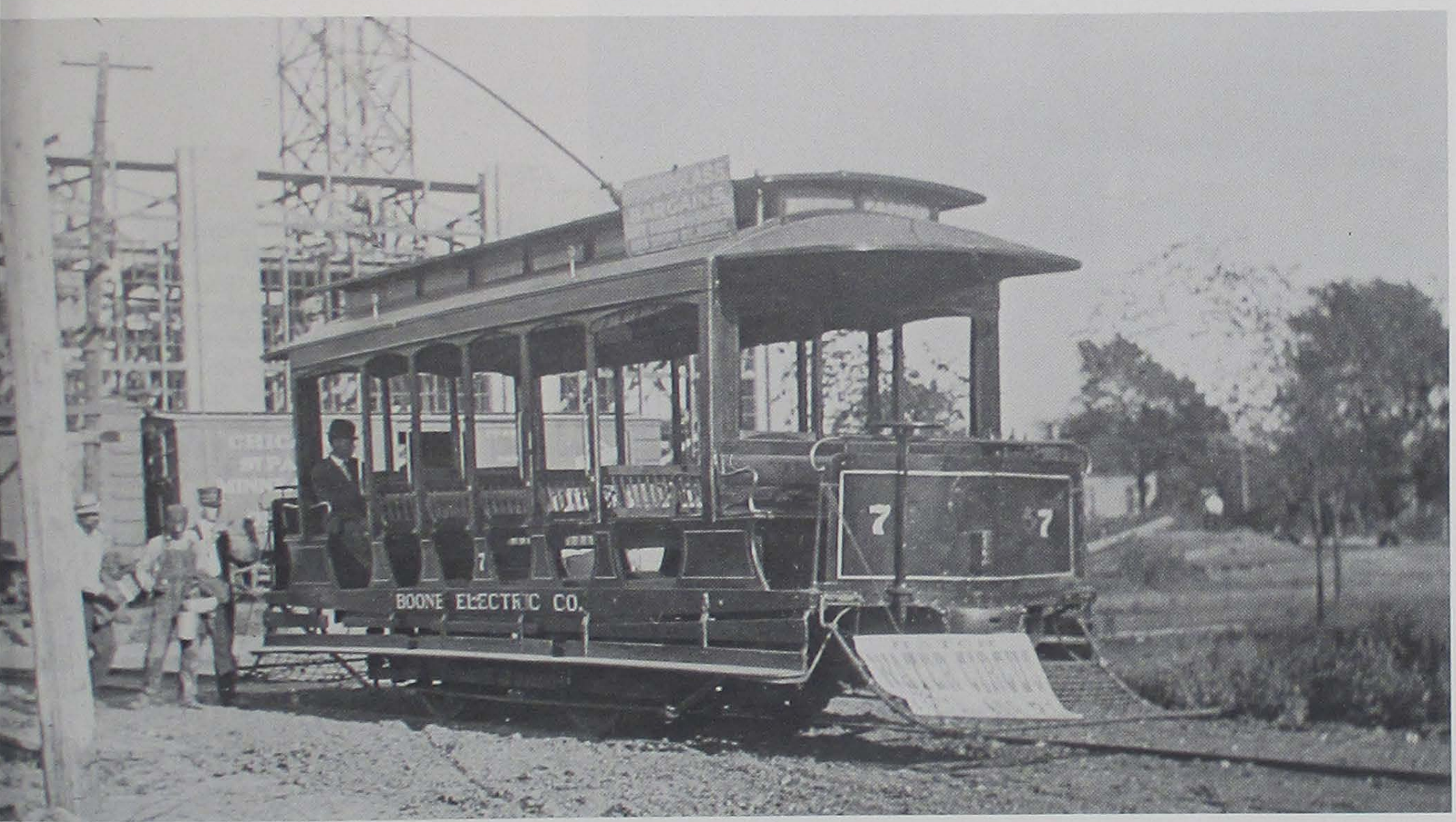
An area of coal mines and brickyards developed between Boone and the Des Moines River in which the communities of Logansport, Shepardstown and Incline were settled. Public transportation was provided by a standard gauge steam line starting in 1885. Details on this line are sketchy except that it operated but for a few years. The steam engine (dummy) and cars were used by the Ames and College. After this line wes taken over by the Fort Dodge, Des Moines and Southern the engine completed its years of service as a pusher at Fraser power plant.

The Boone Suburban Electric Railway was organized by L. W. Reynolds in 1899. Though he died shortly thereafter his estate carried out his plans as the line opened to Pilcher's Park in 1899, Whitcomb's Park in 1900 and finally to the C&NW's high bridge over the Des Moines River in 1901. This last extension was short lived as its principal traffic was picnickers going to the site of the steel bridge then under construction. When the novelty wore off so went the traffic.

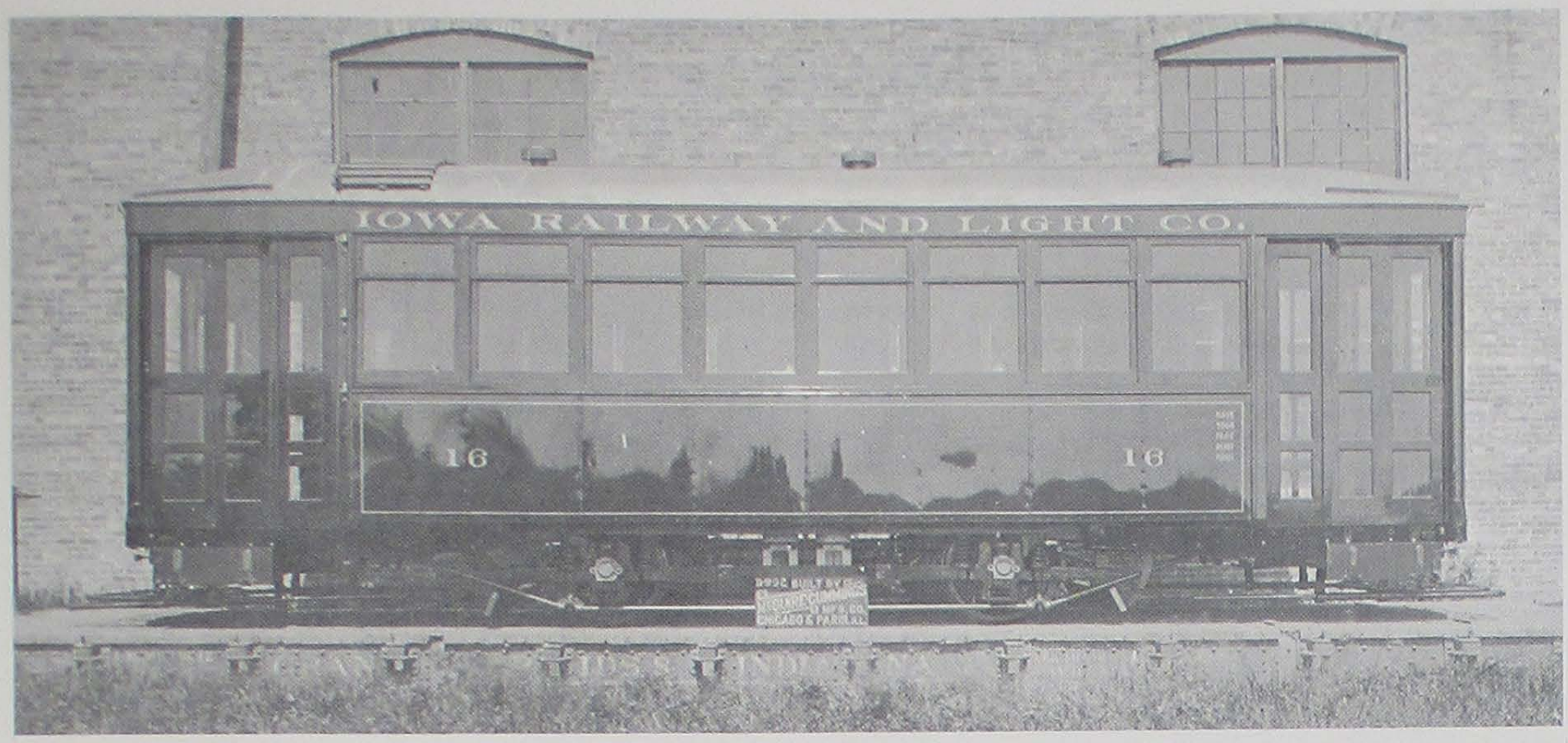
The Iowa Railway & Light Company acquired the system from the Reynolds' estate. In 1911 a one-mile extension was built east on Fifth Street to serve the new C&NW shops and yard. During the early 1920's the Boone Suburban line was abandoned. In 1934 the power company surprised the city council by petitioning for abandonment. Service terminated on the evening of May 19, 1934.

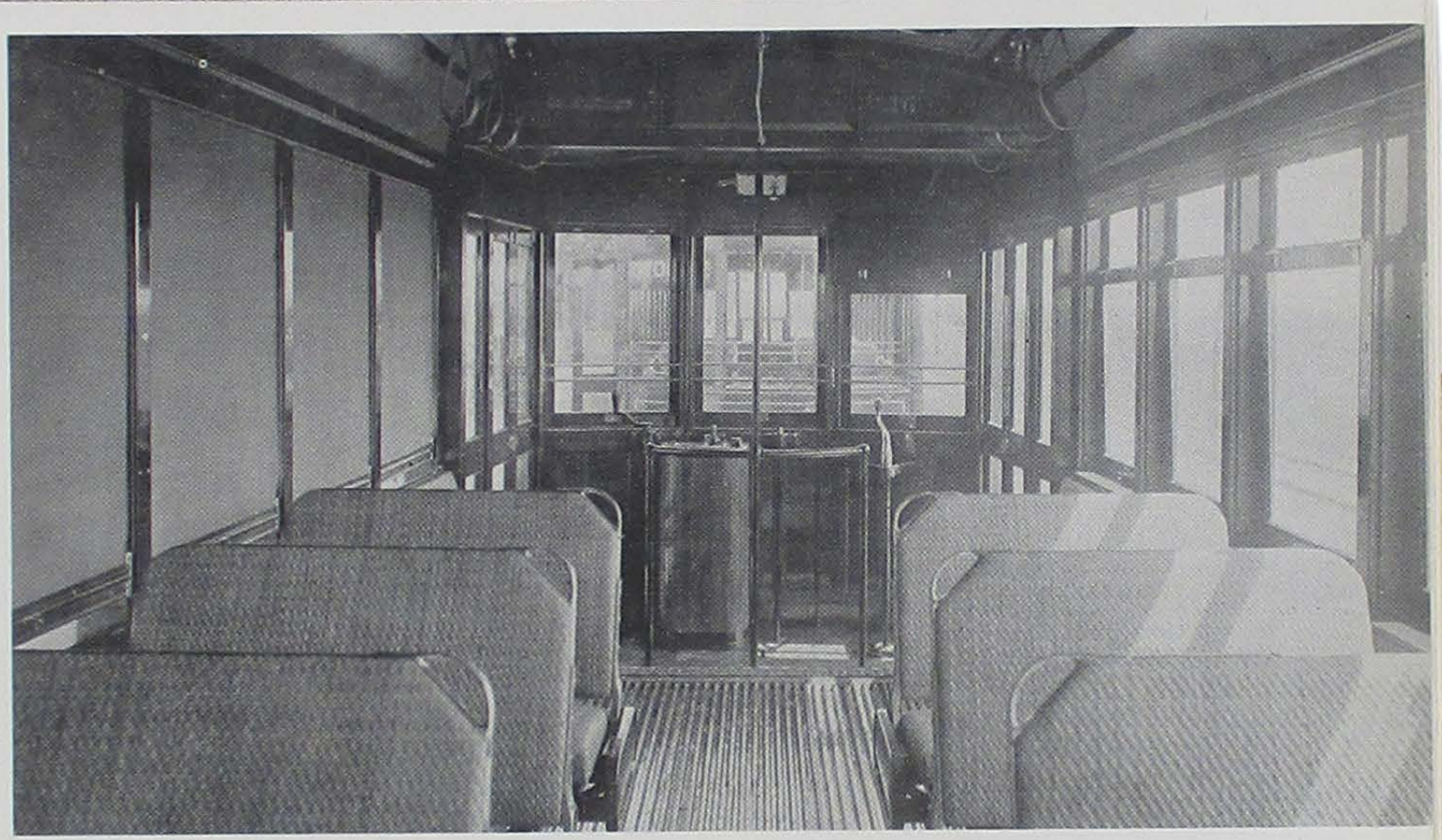
In 1896 horsecar 2 awaits its departure time from downtown Boone. Edward H. Meyers Collection.

During the late 1880's a horsecar plods down Marion Street passing the large white frame house at 403. Behind car 7 the Chicago & North Western's backshop is under construction. From this point, the east end of the streetcar line at 5th and Delaware Streets, cars departed for Boonesboro. The rails in this area were previously used on the Boone Suburban Electric Rwy's line to the C&NW's "High Bridge" over the Des Moines River. Bottom: Opening day of the Boone Suburban in 1899 brought the local citizens out in great number. All photos Edward H. Meyers Collection.

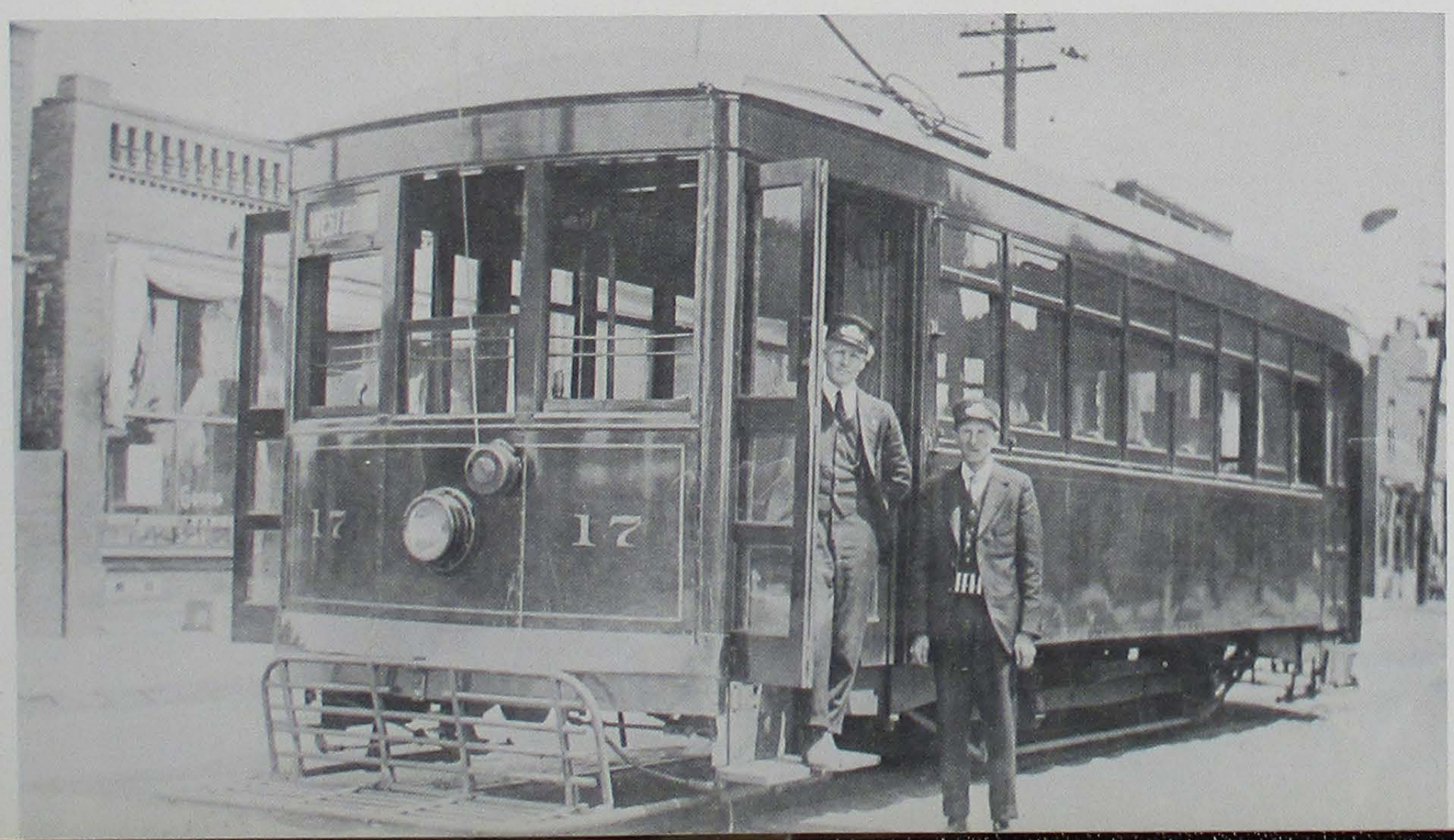


Conductor Roy Smith is next to Car 11 at West Third and State Streets, Boonesboro in April, 1913. Car 11 was the fanciest car on the system. Behind car 11 is car 5 on the Boone Suburban line to Logansport. The carbarn in West Boone was not a very palatial abode. However, it did provide protection for the cars when not in service. In a classic winter scene, Sweeper 10, then new on the property, is fighting the ravages of an Iowa snowstorm. Sweeper 10 is headed east in the 800 block on 8th Street. All photos Edward H. Meyers Collection.





Prior to the advent of the Birney, McGuire-Cummings was engaged to build cars similar in concept to the Birney. Iowa Railway and Light Co. purchased identical cars for their operations in Marshalltown and Boone in 1913. Exterior and interior views of the Boone cars were taken by the builder at its plant. Both photos Frank E. Butts Collection. **Car 17, the last of the four Boone cars, was photographed in 1918.** Edward H. Meyers Collection.



2.02

Slow and Easy

SOUTHERN IOWA RAILWAY

What was to become the Southern Iowa Railway had its beginnings as two independent and diverse operations—a horsecar operation in Centerville and a steam road interurban between Albia and Centerville. Centerville is the county seat of Appanoose County, one of the lower tier of counties bordering on Missouri. The area has been one of Iowa's principal coal mining regions.

A horsecar line, the Peoples' Street Railway Company, began operating in 1887 to serve a population of less than 5,000. Its capital was reported as $25,000. It operated two miles of 3'8" gauge track laid with 20 pound rail. Its roster of two Robinson & Hitt cars was powered by 13 mules. The two officers listed in reports to the Street Railway Journal were J. R. Wooden, President and C. B. Wooden, Secretary.

About 1902, the operation was electrified. Electric service started with three motor cars. Probably the line was standard gauged at the time it was electrified. In 1906 the line was purchased by the Centerville Light & Traction Company.

Prominent Centerville businessmen Frank Payne, Attorney, and D. C. Bradley, banker, headed the company. In the summer of 1909 they directed the road as it began construction of an interurban to Mystic, six miles west of Centerville.

Work actually began in August and was completed the following spring. Operation started on April 22, 1910. The line extended from the east side of the Public Square in Centerville to near the Milwaukee Road depot in Mystic. Tracks of the Albia & Centerville steam road were crossed just outside Centerville.

The Albia-Centerville line was probably the oldest line of railway in Iowa to be operated as an interurban. It was incorporated May 6, 1879 as the Centerville, Moravia & Albia Railroad. Incorporators were Francis M. Drake of Centerville (ex-governor of Iowa and founder of Drake University, Des Moines) and Russell Sage of New York. It was built in 1880 as a branch of the Missouri, Iowa & Northern (then part of the Wabash system). For about five years the Wabash St. Louis-Des Moines trains ran over the MI&N from Glenwood, Mo., to Centerville, then over the CM&A to Albia. When the Wabash system broke up in 1885, the lease was cancelled and the CM&A turned over to its bondholders. Operations were irregular and the road remained idle for a time.

In 1890 the line was reorganized as the Albia & Centerville Railway and leased to the Iowa Central Railway (which later became part of the Minneapolis & St. Louis Railway). Iowa Central operated trains from Oskaloosa via Albia to Centerville until about 1910.

A new company, headed by W. A. Boland of New York with J. L. Sawyers of Centerville as vice-president, reorganized the Albia & Centerville in February 1910, changing its name to Southern Iowa Traction Company. The new owners were dissatisfied with the way the road was being run by the M&StL.

Frank P. Donovan, who related the history of the Minneapolis & St. Louis in "Mileposts on the Prairie" (Simmons-Boardman, New York, 1950), located a letter in which the late J. P. Boyle, formerly traffic manager of the little road related how they overturned the M&StL operation: "President Boland and Vice President Sawyers figured that it would do no good to ask the M&StL to hand the property over because there was a deficit then of about $40,000.00 against it of expenses above income, so it was secretly decided to take the road by force. November 26, 1910 at 8:00 AM was the date and hour we were to go over the top. We borrowed a coach, engine, train and engine crew from the CB&Q here (Centerville) and followed the regular M&StL train out of here (after fixing the telegraph wire so it would not work) without their knowledge, without a train order or any rights whatever and arrived at Albia in due time after stopping wherever we found an employee, discharging him as an A&C employee and hiring him as an employee of the SIT Company. The M&StL in some way heard we were coming and arranged that we would be allowed to go (to) their depot and then block the track so we could not get out and in that way compel us to sue for peace, but we anticipated that and stayed on our own track at Albia during the several days it took to fix matters up." After the dramatic episode, the Traction Company operated the road by steam despite the name "Traction."

In January 1914 Messrs. Payne and Bradley of the Centerville Light & Traction Company acquired the line and changed the name to the Centerville, Albia & Southern Railway Company. They modernized the line, taking immediate steps to electrify the operation. Electric passenger service began in August 1914. Freight service remained steam until May 1915. Electric equipment acquired included two wooden box-motors and two center-entrance steel passenger cars. A carbarn was built in Albia.

Trackage rights were obtained over the street railway in Albia to reach the CB&Q depot. The Centerville Traction trackage was used to reach Clark Street and the CRI&P depot in Centerville. In the Official Guide of the Railways, the service was "plugged" with the note that Albia-Centerville cars reached depots and hotels in both cities, avoiding the necessity for taxis. Undoubtedly, this was appreciated by "drummers" with their sample cases, especially before

they took to driving autos.

The center-door cars had two compartments, smokers and ladies. Since miners made up a good percentage of riders and they tended to be quite boisterous on paydays, the separate compartment was appreciated by lady passengers.

Freight interchanges were established at Albia with M&StL, Moravia with the Wabash and with the Milwaukee Road at Trask. These were in addition to the "Q" interchange at Centerville. There was also a Milwaukee interchange at Mystic for a time.

On December 1, 1916 the Iowa Southern Utilities Company acquired both the CL&T and the CA&S and consolidated the railway properties with its own utility interests.

The road prospered as a result of traffic generated by the coal mines. In 1923, a Baldwin-Westinghouse Class B steeple-cab locomotive was purchased to relieve the box motors. Passenger traffic, however, started on its irreversible decline. The Centerville streetcar operation was abandoned on April 25, 1925. Replacement service was provided by three motorcoaches. Interurban service continued until March 1933 when passenger runs on both Mystic and Albia branches were discontinued. Freight service was not affected.

On October 22, 1941 the Iowa Southern Utilities Company created a wholly-owned subsidiary, the Southern Iowa Railway Company to take over the rail operation. A portion of the Mystic line, 2.83 miles beyond Appanoose, was abandoned on July 1, 1944 as the coal mines served by that section of line had ceased operating. Then, on April 16, 1948 the line north of Moravia to Albia was abandoned.

Coal mines were still operating along the remaining lines. There was a brickyard near the CB&Q interchange in Centerville. The most important industry was the ISU's own Centerville plant. Every day hopper cars filled with coal trundled down Madison Street past the carbarn to the powerhouse, hauled by either steeple-cab #400 or an aging box motor.

In the early 1950's the property was "discovered" by traction fans. The other Iowa lines were well known and had been ridden and photographed by the fans. But Centerville had escaped notice. Fans from all over the Midwest and beyond began to make a "pilgrimage" to Centerville. At that time both the Milwaukee and Rock Island had passenger trains which made Centerville accessible for fans from metropolitan centers like Chicago, Milwaukee and Kansas City. The Iowa fans had shorter drives to reach the property. The traction enthusiasts found a varied collection of rolling stock and a friendly management.

Of particular interest was an interesting wooden, dark green passenger car, then being used as a work car. This car with rattan seats still intact was available for fan trips. No. 9 was soon cleaned up and repainted traction orange by the fans and it became the star of the Centerville show. The management was receptive to having other cars on the line and in the course of time three interurbans and a large combination caboose were brought to Centerville under the auspices of the Iowa Railway Historical Museum.

On September 1, 1958 another one and a half miles of the former Mystic branch was abandoned. The remaining portion served the Carter-Waters Company, a new industry on the railroad. Its product was "haydite" a treatment of clay or shale which went into the manufacture of lightweight building blocks and was shipped in hopper cars.

This traffic became the mainstay of the line as coal mines were either closing or shipping their output by truck. In the early 1960's the brickyard on the CB&Q interchange line reduced operations, then closed completely. The ISU powerhouse in Centerville was abandoned. Power for Centerville was fed in from other newer and more efficient plants.

After the Centerville powerhouse closed, the ISU tried to dispose of the railway. In October 1964 an agreement was reached to sell the railway to the newly organized Southern Industrial Railroad Company. The road was a family venture consisting of Mr. and Mrs. Clyde Forbes and their son, Mr. Clyde Forbes, Jr. The sale was approved by the Interstate Commerce Commission in March 1965.

The Southern Industrial Railroad assumed control of the line April 30, 1965. The Forbeses expressed optimism, influenced by the prospects, not realized, of the construction of a large dam across the Chariton River near Moravia. They expected freight revenue from hauling construction material and they looked for tourist traffic from resorts which might develop afterwards. None of this materalized and the road declined.

Early in 1966 the trolley wire was removed from the Centerville Junction-Moravia segment. A former CB&Q "doodlebug" was acquired for use as a locomotive. Wire was retained at Moravia and box motor no. 101 left there to switch cars between the Wabash (or more properly N&W) interchange and local industry. A rotary converter substation in the Moravia depot made this isolated operation possible.

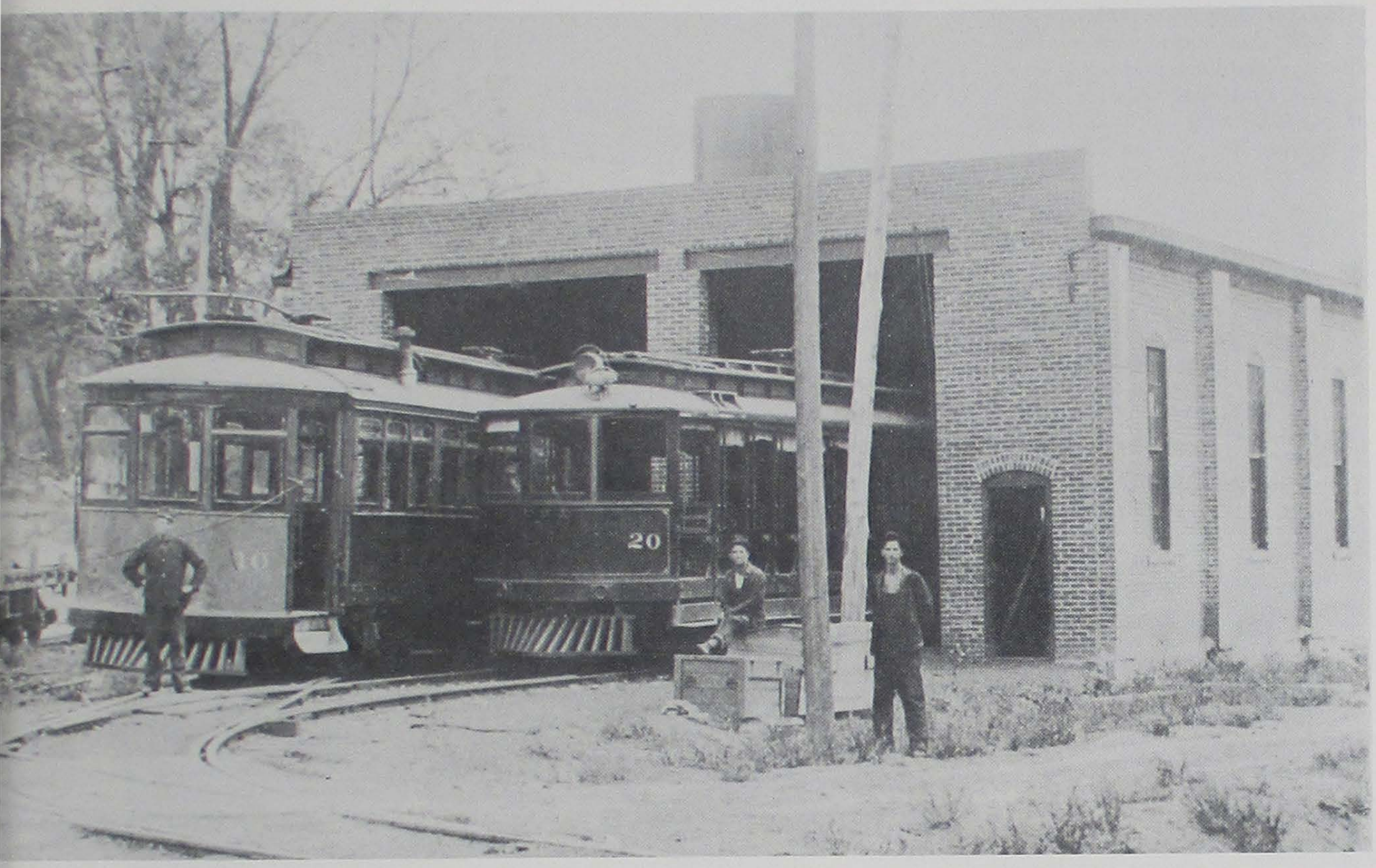
Track conditions between Centerville and Moravia became so bad that an embargo was placed on the line. In September 1966 a fire destroyed most of the long wooden trestle north of the Chariton River bridge. This severed connection between Centerville and Moravia. The line was already out of service and the trestle was never rebuilt. Shortly after this the remaining trolley wire around Centerville was removed and operations of the road conducted only occasionally.

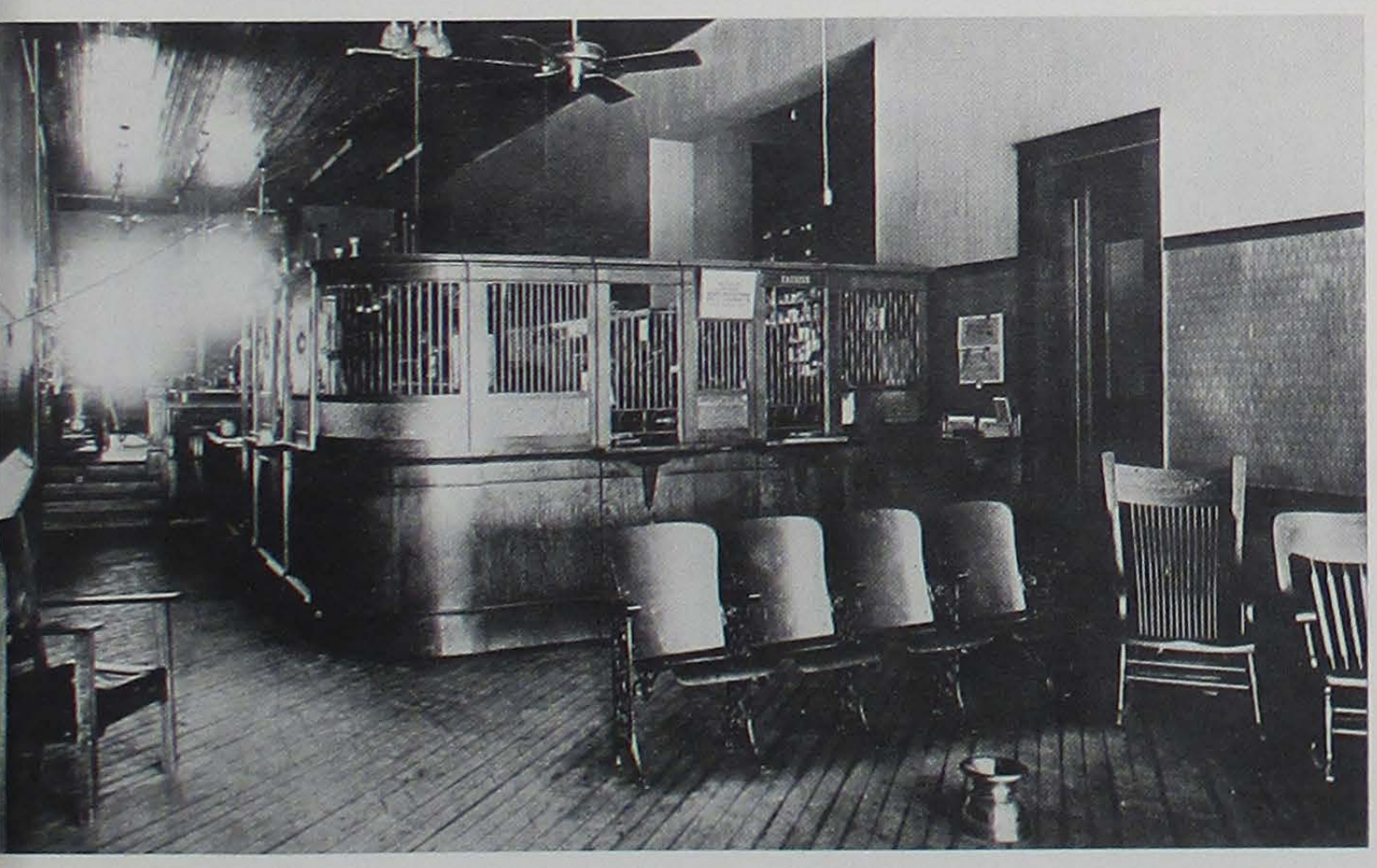
During 1967 application was made to the Interstate Commerce Commission to abandon a portion of the line between Moravia and Maine,

about three and one half miles. A number of objections to the proposal were made even though the line was already abandoned for all practical purposes.

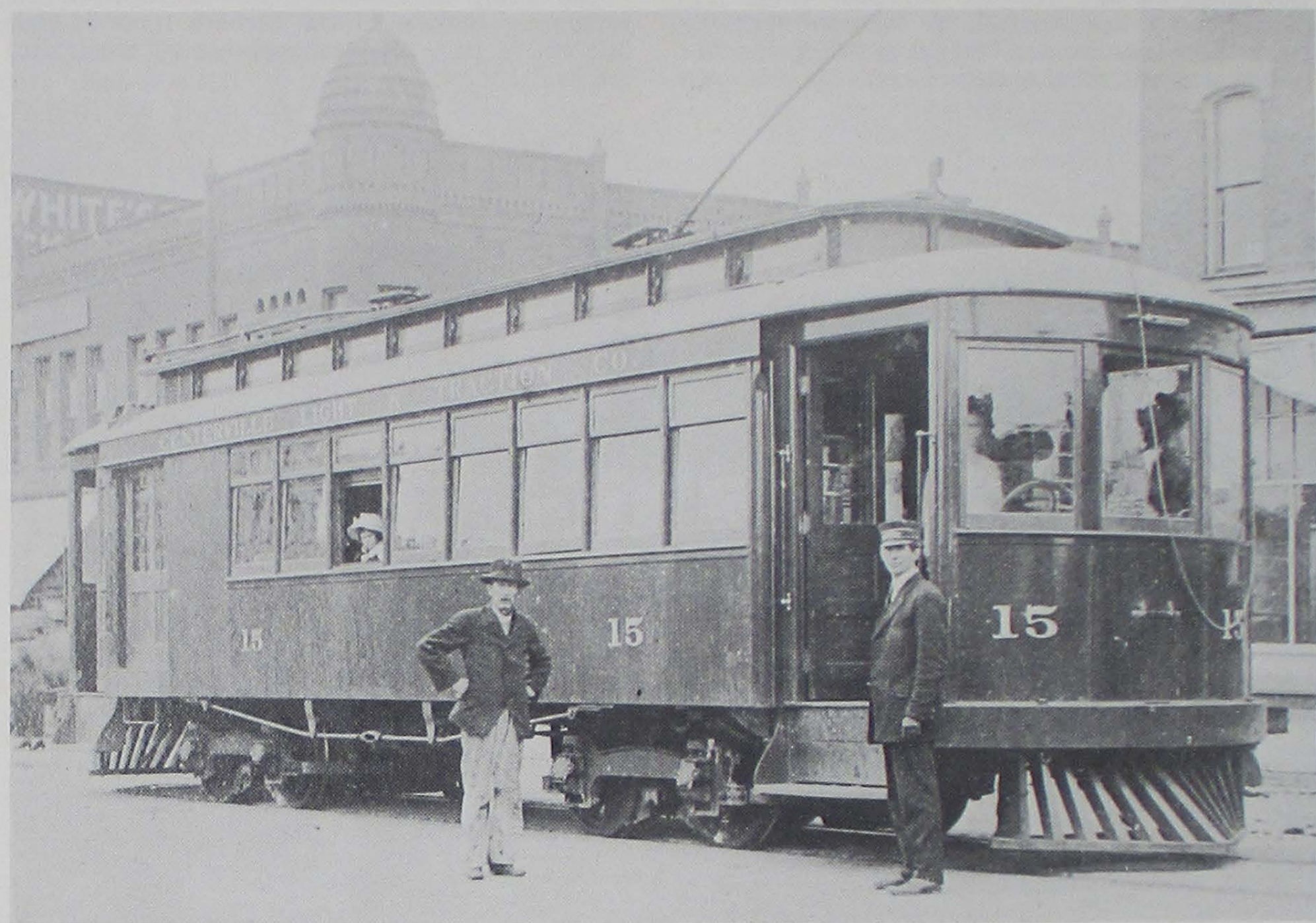
Electric operation at Moravia had continued, but at 11:00 AM on July 18, 1967 a car was delivered to the Norfolk & Western Railway from the Farm Service Company siding and the power was cut. This ended electric operation in the area.

The rolling stock was sold to other railroads and trolley museum groups. Some rails and ties were sold to the Midwest Old Settlers and Threshers at Mt. Pleasant, Iowa, for use in constructing their trolley line. Except for the remaining portion of the carbarn there is little left which gives physical evidence of the trolley era in Centerville.

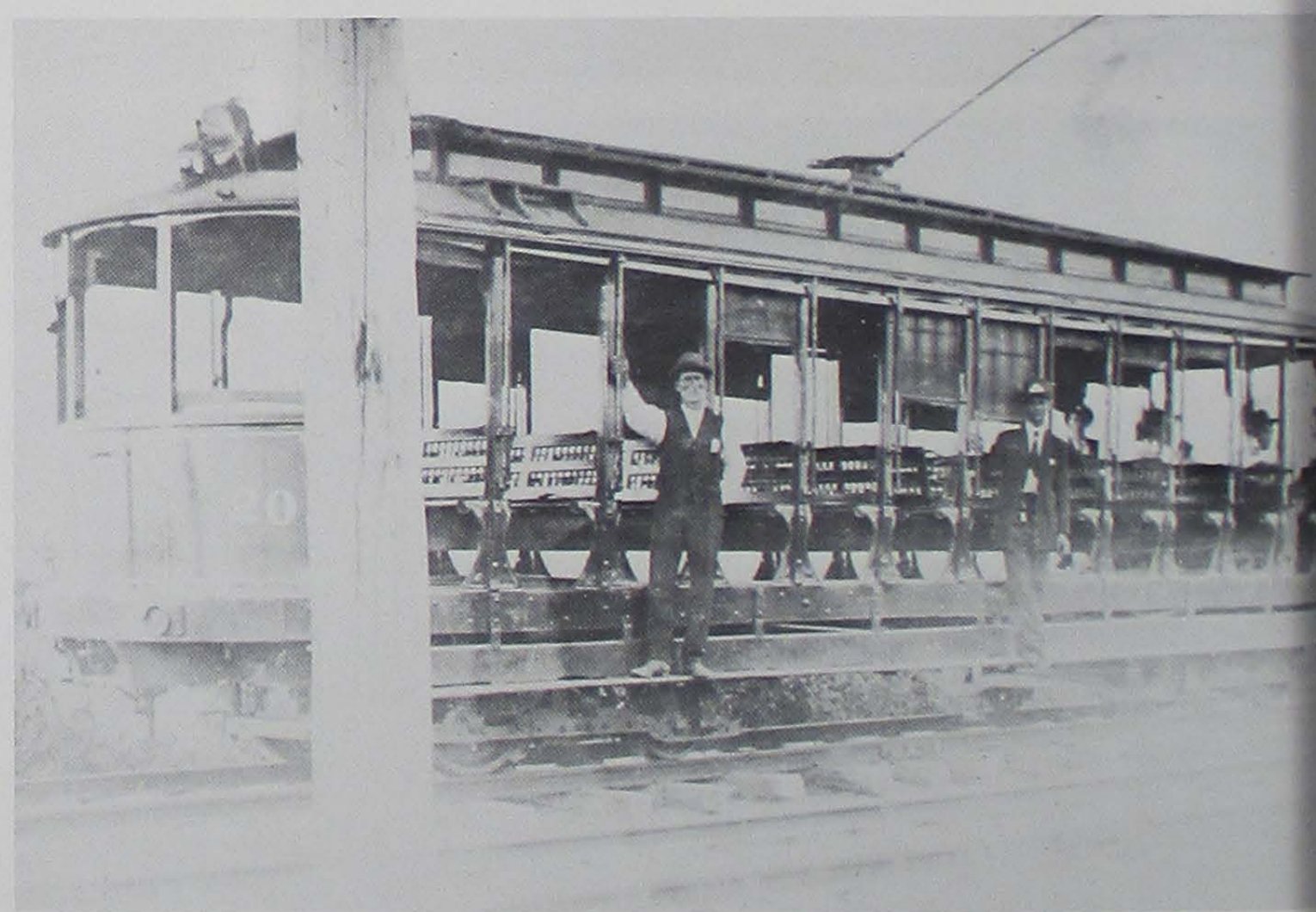


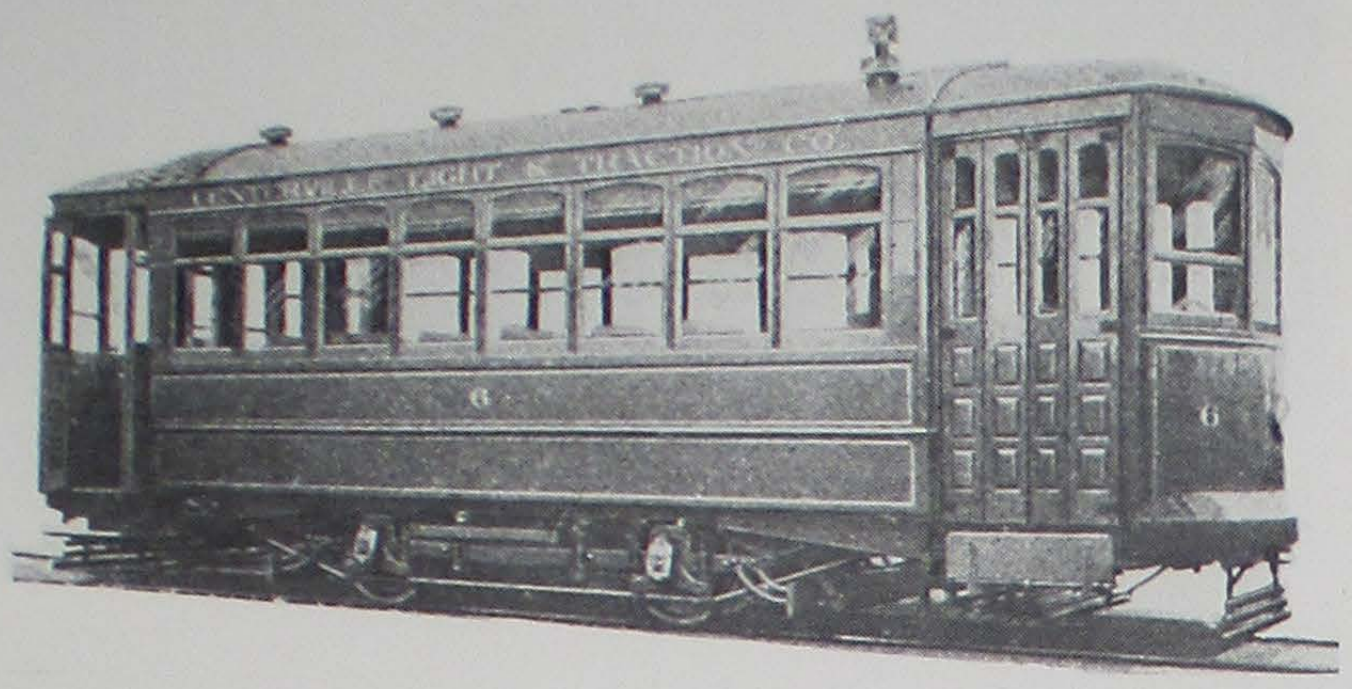


In the early years of the Centerville Light & Traction Co. cars 10 and 20 sun their faces at the Centerville carbarn. Iowa Southern Utilities Company photo. **A variety of chairs and the then ever present spittoon accommodated passengers awaiting CA&S trains at Centerville in 1916.** H. Roger Grant Collection.

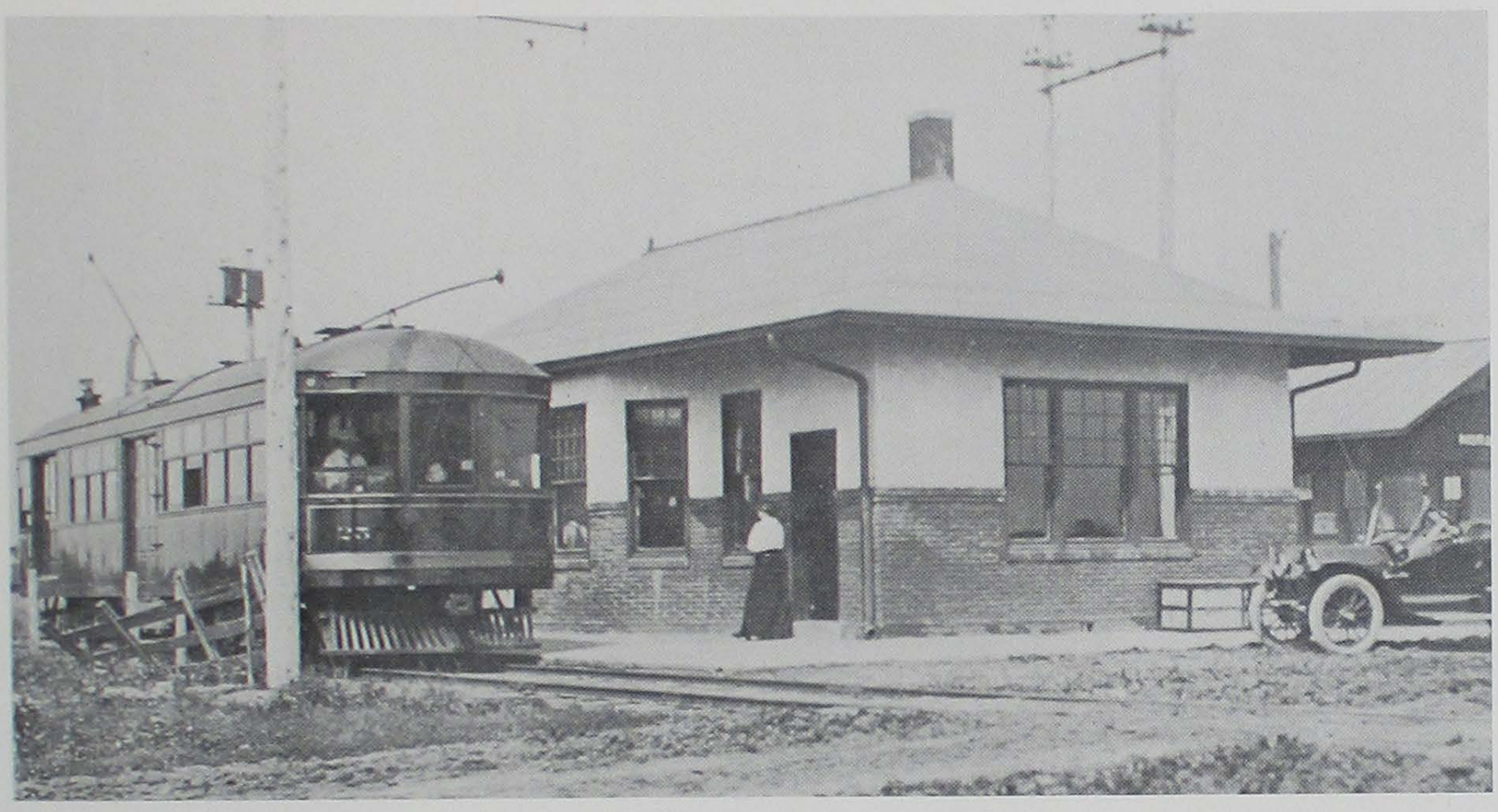


A baseball excursion on the Mystic line required the services of cars 10, 20 and 15 as well as two trailers. Iowa Southern Utilities Company photo. **Combine 15 awaits its passengers on the Public Square in Centerville about 1910.** Luke R. Sinclair Collection. **Unfortunately the 3-man crew stopped car 20 behind a linepole but we still can detect that the large wooden pilot is missing.** ISU Co. photo.

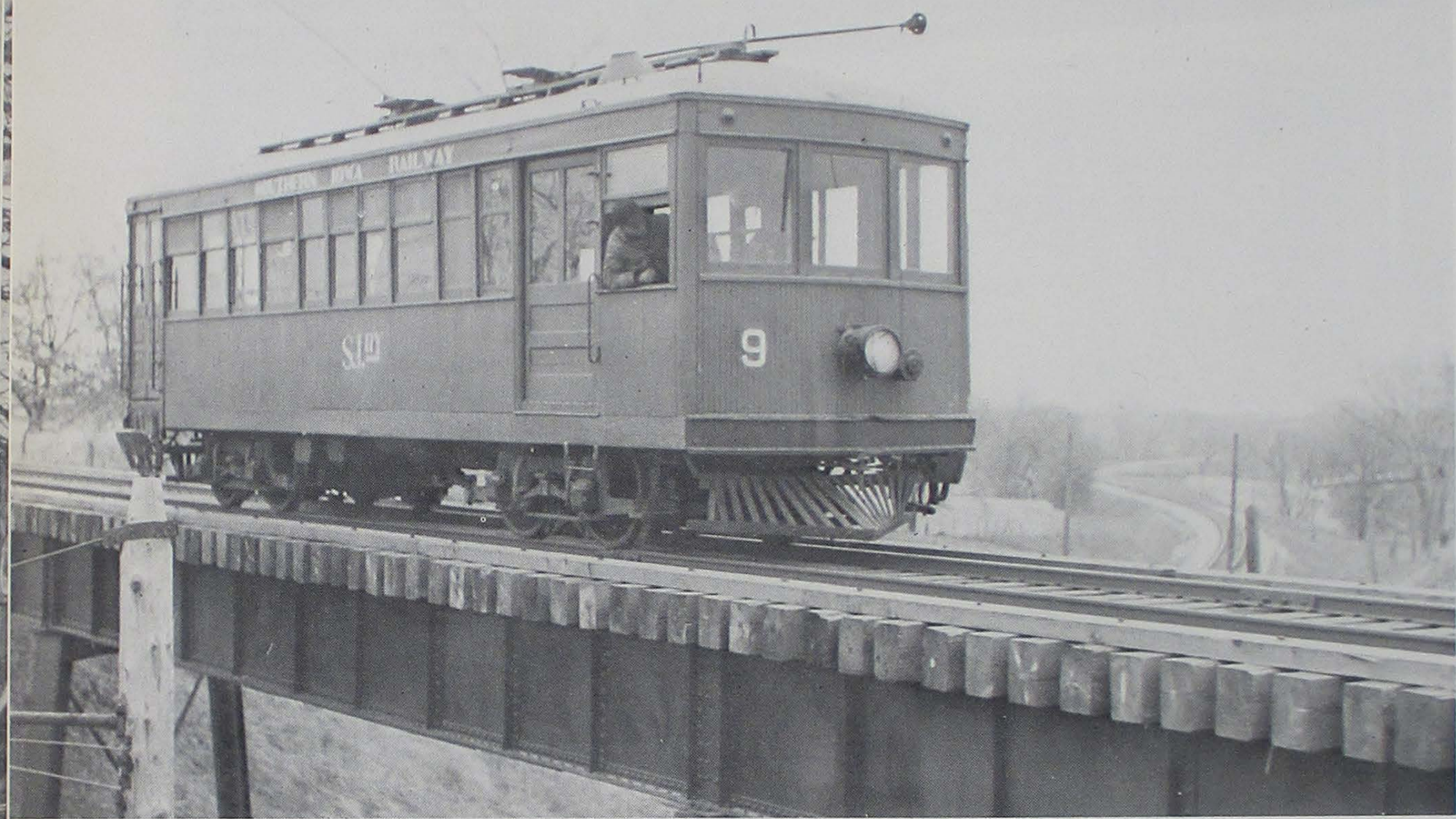




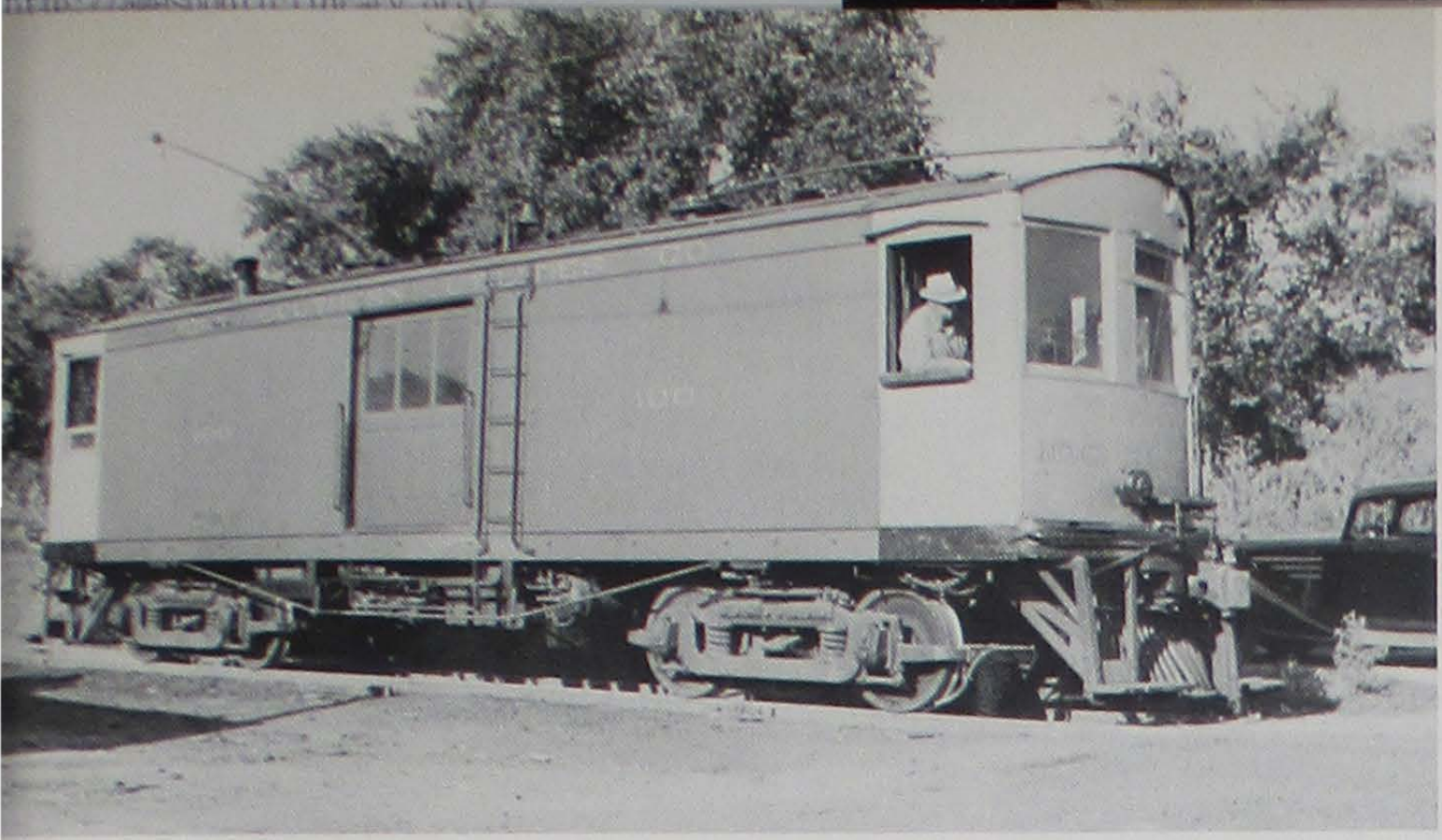
In 1914 American Car Co. delivered car 6 for city service, Malcolm D. McCarter Collection, **and two center entrance interurban cars. Car 25 poses at the Moravia Station,** Frank E. Butts Collection, **while Car 26 stopped for the photographer in 1919 at Hilton, 4½ miles south of Albia.** H. Roger Grant Collection.



As the SI lasted into the trolley museum era, much of its equipment survives. Line car 1 and caboose 102, with a cupola added, operate in 1974 on the Columbia Park & Southwestern in Olmsted Falls, Ohio. Stephen D. Maguire photo.



Though passenger service ended in 1933 car 9 was retained. Pictured in fantrip service, this distinctive car crosses the Milwaukee Road in the 1950's. Basil Koob photo from William D. Middleton Collection. **Later car 9 received an orange paint scheme but that had no effect on the leisurely ride dictated by the rustic right-of-way.** Don Idarius photo. **In 1974 this car operates at Mt. Pleasant, Iowa.**



Shown here in their native habitat freight motors 100 and 101 are on the CP&SW's 1974 roster. 100 poses behind the Centerville Shops about 1938, Robert J. Levis Collection, **and crosses the Chariton River in 1955,** William D. Middleton photo. **101 descends Madison St., Centerville in 1959.** Robert W. Gibson photo.

In the 1950's 400 and its caboose graced the ends of freight trains between Moravia and Centerville. In 1974, 400 hauls freight in Mason City for the Iowa Terminal

Railroad and the caboose enthralls kids on the Columbia Park & Southwestern in Olmsted Falls. Basil Koob photo William D. Middleton Collection.

OTTUMWA

Street railway service in Ottumwa was started in 1881 when a horsecar line was built by Gen. J. M. Hedrick. It extended from McPherson and Second Streets via Second, Market, and Main Streets to Cherry Street. Two cars operated on the line met on Market Street between Second and Main Streets. In 1885 another horsecar line was built by Mr. L. E. Gray. This linked the Cherry Street terminus of the Hedrick line with Mr. Gray's Mineral Springs Hotel at the foot of what is now Vernon Street. Gray's line was one mile long and required only one car. In 1887, a third line was built by R. T. Shea which ran down Court Street from the cemetery to Third Street, Market Street, across the Des Moines River bridge, then generally along Ward Street to a terminus at Milner and Mary Streets. This line gave that part of Ottumwa south of the river its first transit service. Though independently operated, the three lines complemented one another.

In 1888, the Ottumwa Electric Light Company was organized by W. R. Daum and others to acquire and electrify the horsecar lines in Ottumwa. The franchises of the Hedrick and Gray lines were acquired. The Court Street portion of the Shea line, which had been abandoned, was purchased. The portion of the Shea line into south Ottumwa was taken over by A. C. Leighton who continued using animal power.

The other lines were electrified as planned. Cars were purchased from Pullman. Electric operation started on Thanksgiving Day, 1889. In 1890, Mr. S. L. Wiley, owner of the waterworks, purchased the line. Next year he sold the property to the Ottumwa Railway, Electric & Steam Company. The Shea horsecar line to south Ottumwa was acquired and electrified in 1892. That year the corporate title became the Ottumwa Electric Company.

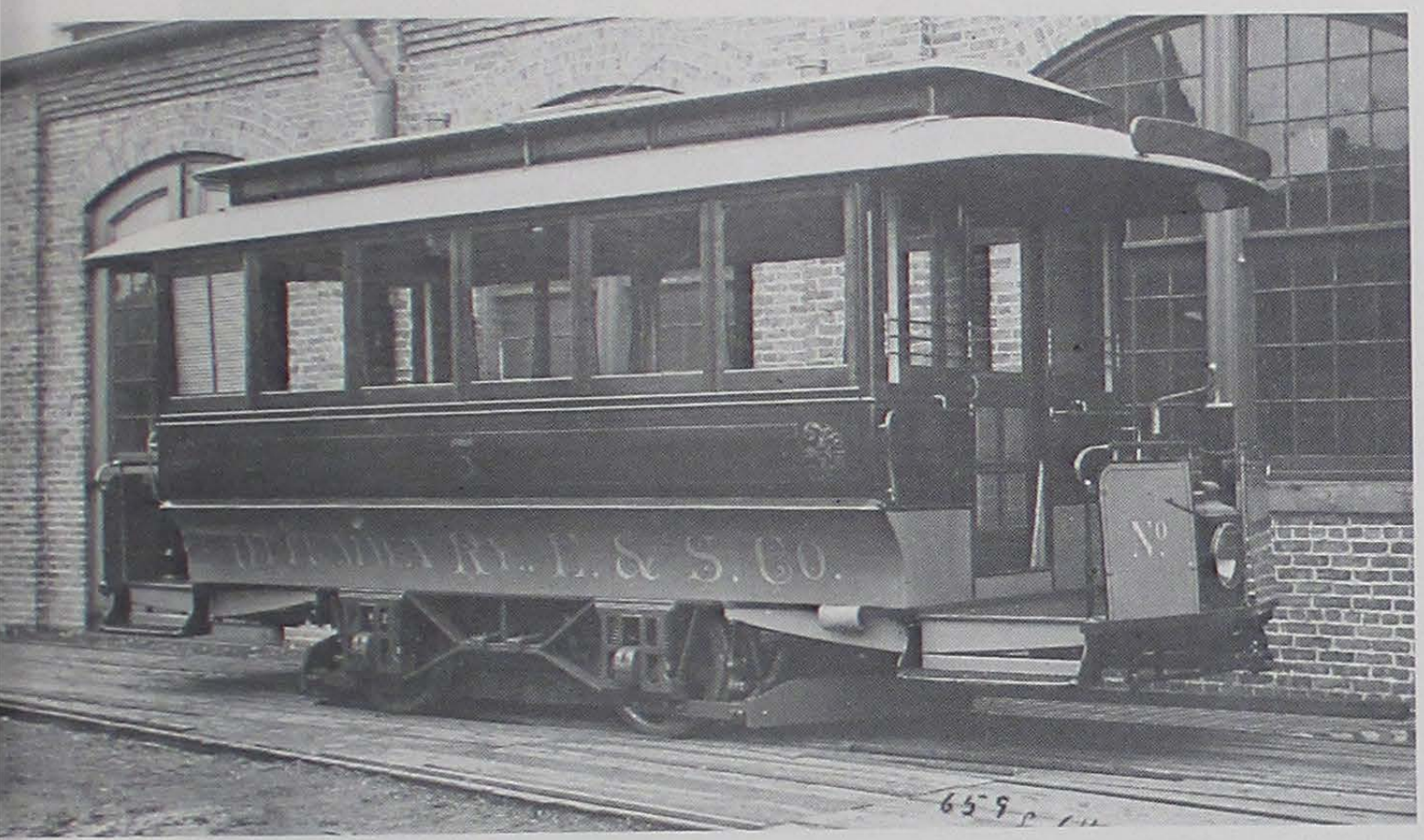
The company went into receivership on April 15, 1896, J. H. Merrill being receiver. On July 1, 1898, the property was sold to satisfy the bondholders and reorganized as the Ottumwa Electric & Steam Company. In July 1901, a new franchise was secured. In October the company name again changed. It was now the Ottumwa Traction & Light Company. Numerous improvements were made to the property during 1902 including new lines on Jefferson Street and Sheridan Avenue and an extension of the Second Street line beyond the Chicago, Milwaukee and St. Paul Railroad tracks for about a mile.

The Byllesby Engineering & Management Corporation of Chicago (later well-known for their connection with Pittsburgh Railways and

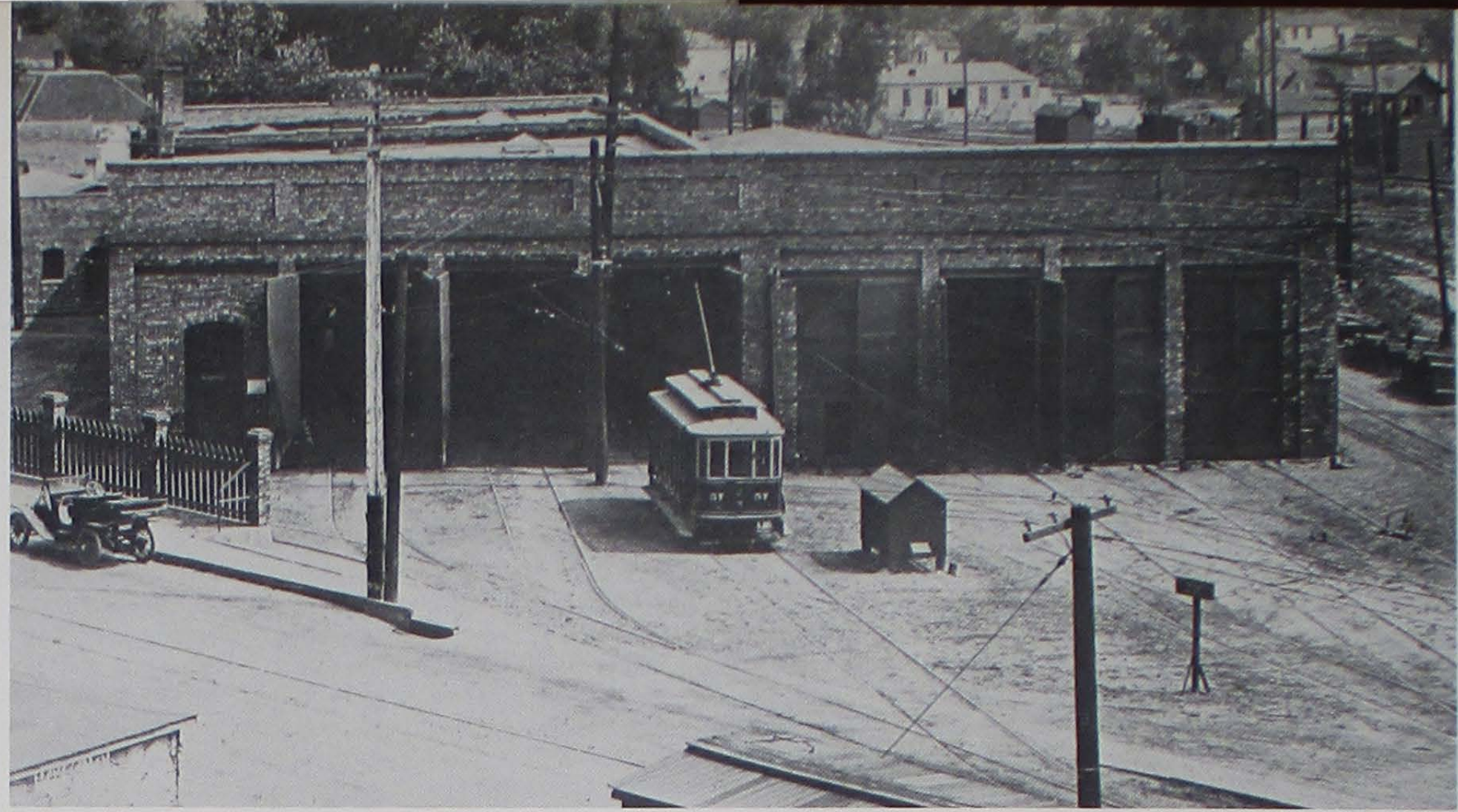
Market Street Railway of San Francisco) appeared in Ottumwa in 1906. The Standard Gas & Electric Corporation had a substantial interest in the Ottumwa operation and changed the name to the Ottumwa Railway & Light Company. The Byllesby management built a new carbarn and constructed a new line on Main Street between Market Street and the barn. New cars were bought from American Car Company (St. Louis). They included single-truck Brill semi-convertible cars and some ten-bench open cars as well. In 1916 the Byllesby management bought five lightweight safety cars from American considered by some to be the ancestors of the single-truck streetcar commonly referred to as a "Birney". In 1919, sixteen Birneys were built for Ottumwa. With the addition of the birneys to the roster, Ottumwa operated a fleet of 21 safety cars, none being more than three years old.

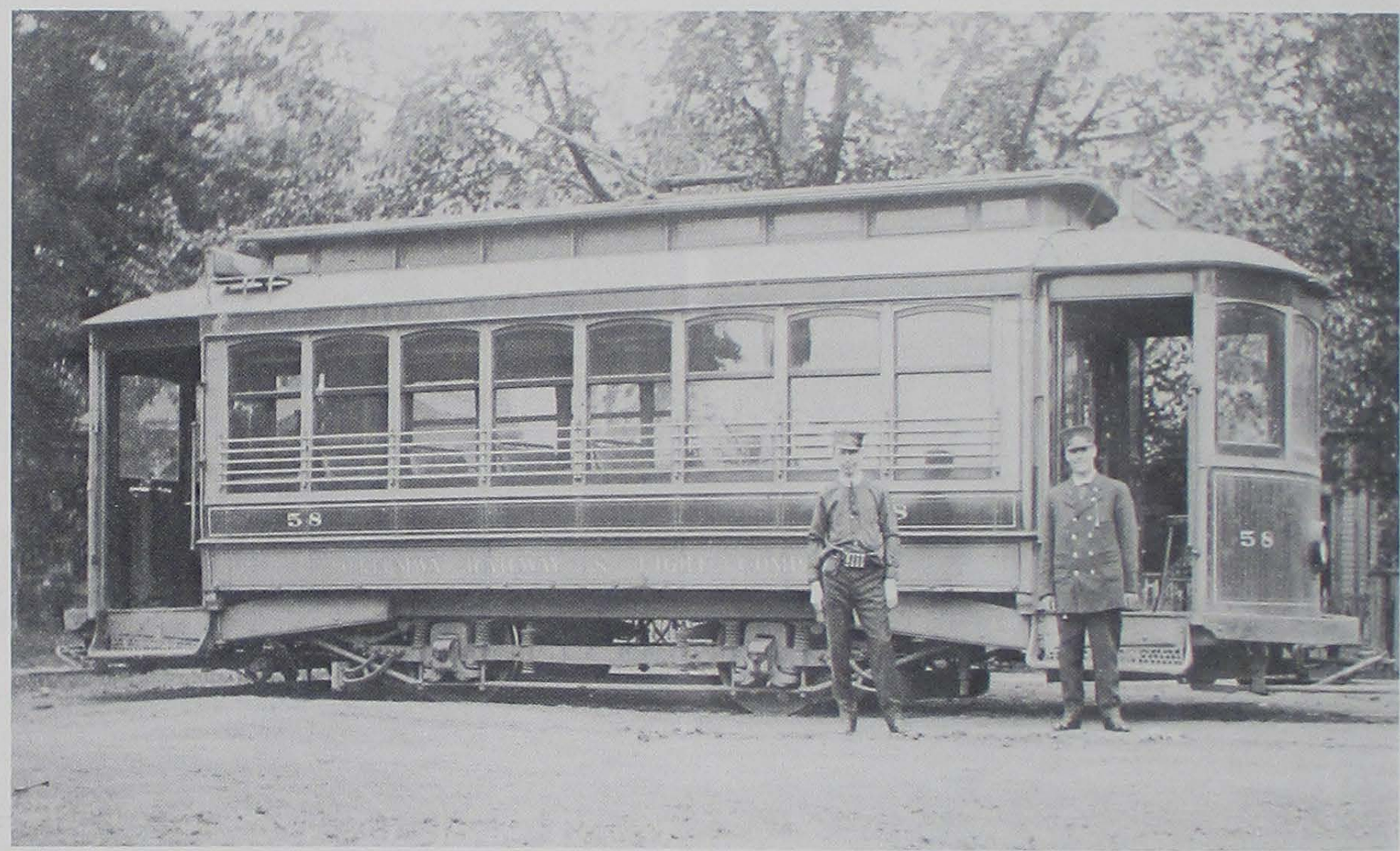
In 1925 the property was purchased by the Iowa Southern Utilities Company of Centerville. ISU also operated streetcars in Burlington and Centerville and the well-known interurban out of Centerville. A gradual conversion of the Ottumwa system from streetcars to buses was begun in the late 1920's. First lines to go were the West Loop and the Jefferson and Court Hill lines in the northeast part of town. The south side lines went next. The East-West line, the last, was converted on Saturday, April 12, 1930. After abandonment, some of the birneys were sold to the Omaha & Council Bluffs Street Railway. They provided local service in Council Bluffs until abandonment in 1948.

ISU operated buses in Ottumwa until April 1941 when they were sold to National City Lines. Prior to 1973 the bus system was municipalized.

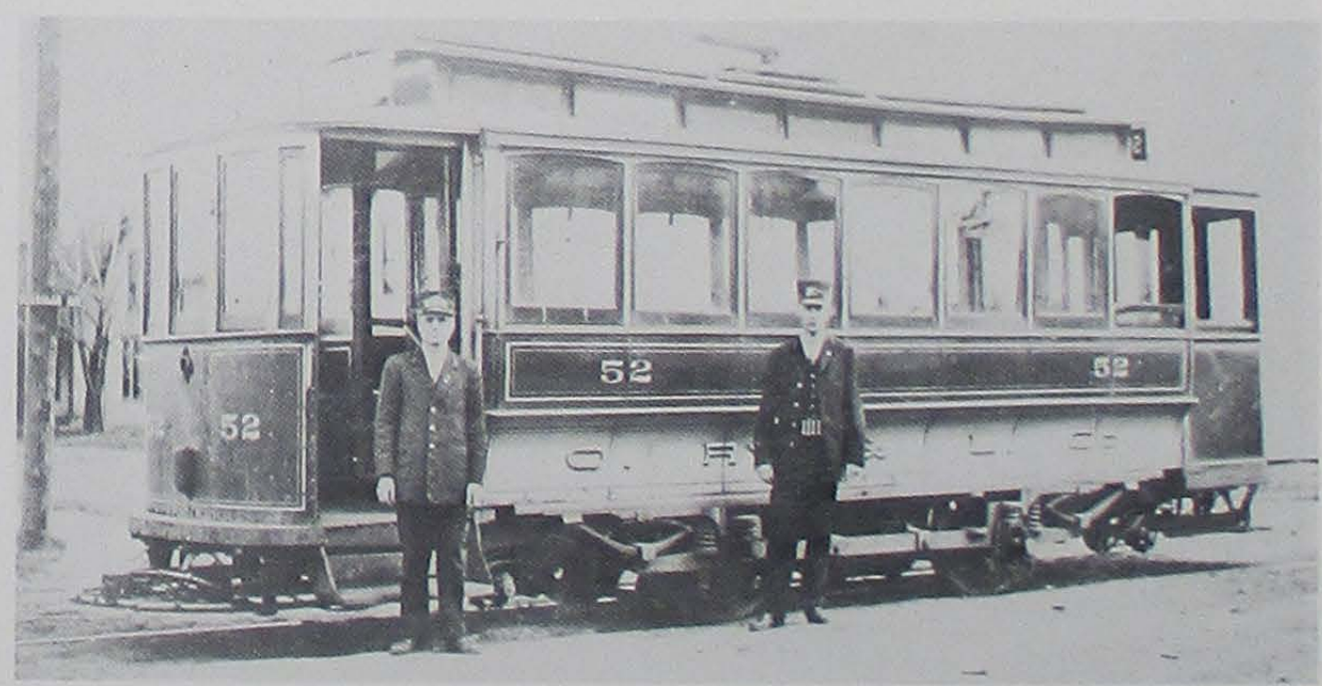


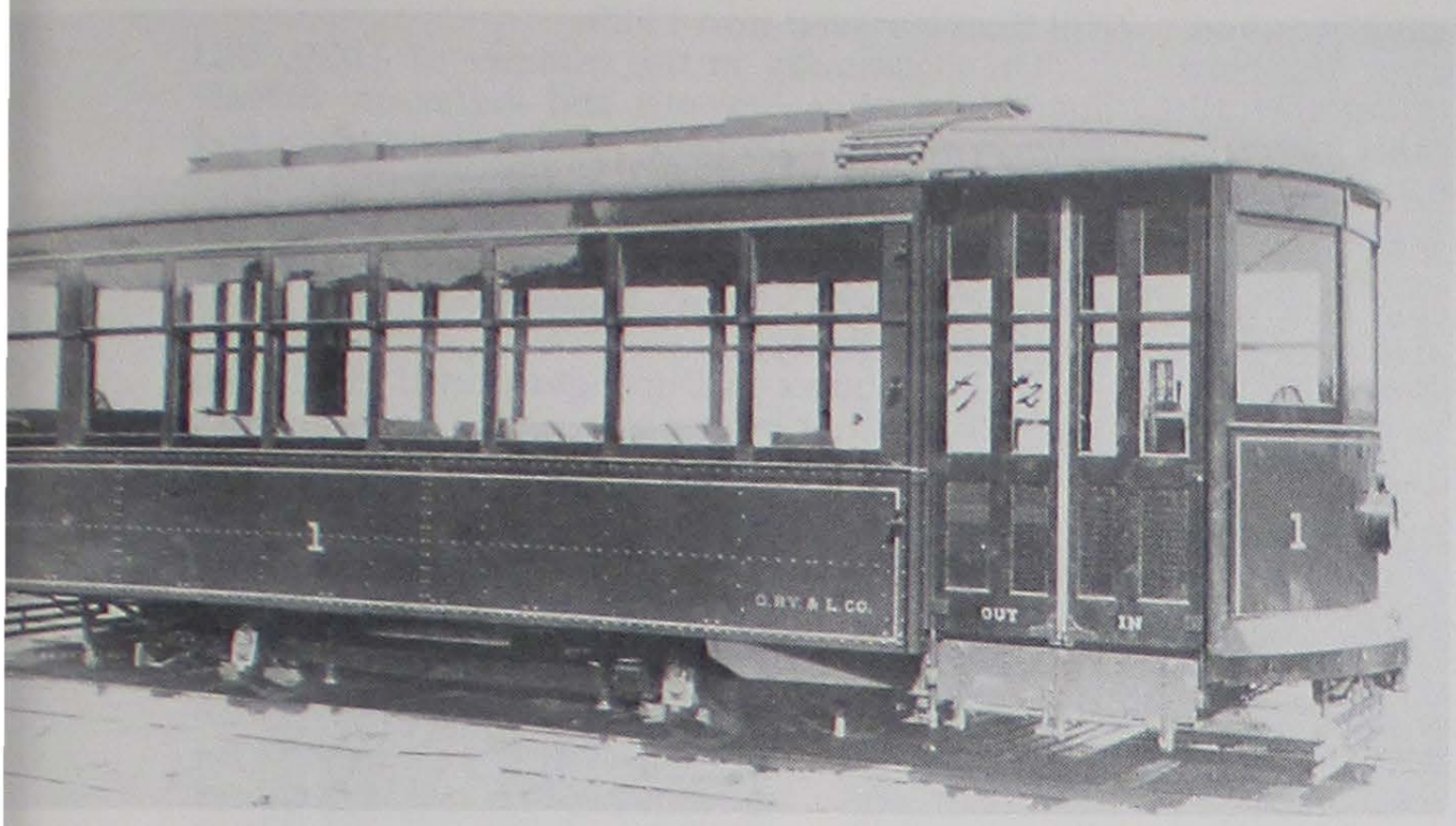
Pullman built the original electric equipment for Ottumwa in 1889. Car 5 is shown in its original state at Pullman's Chicago plant just prior to delivery. George Krambles Collection. **The second generation of equipment entered service between 1906 and 1908. Car 67, photographed in 1912, is an example of the 5 open cars received in 1906.** Elmer R. Carr Collection.

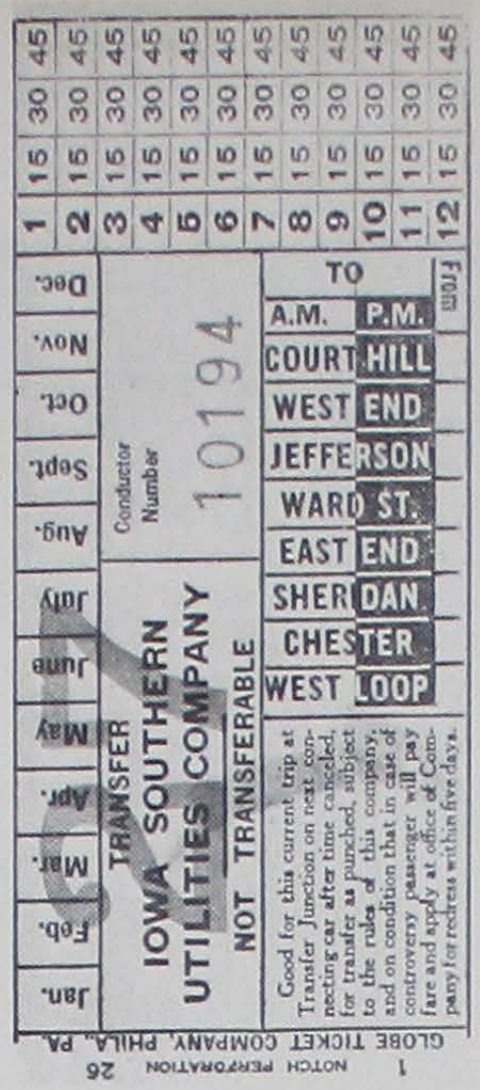




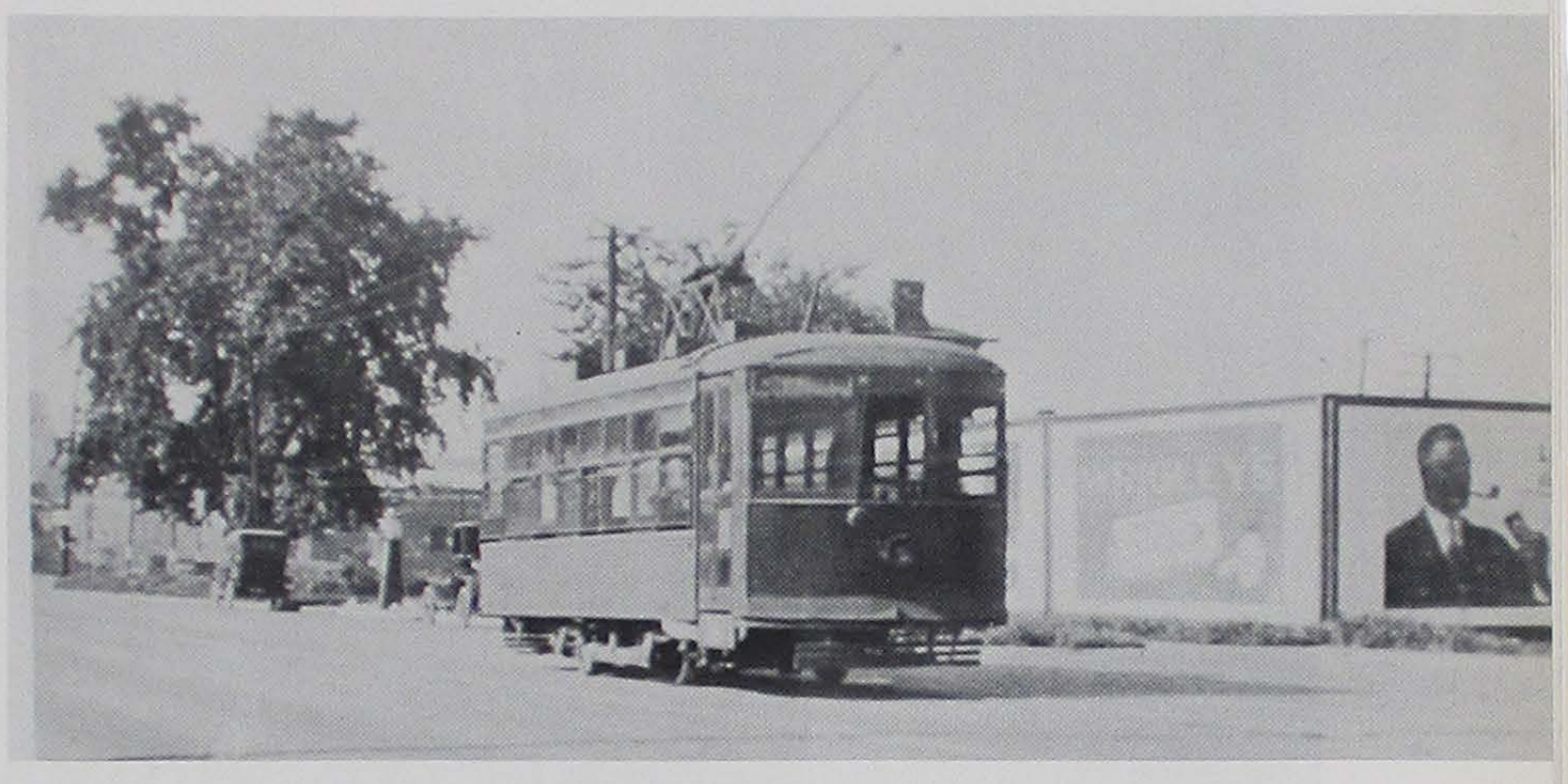
Operations during the "teens" are depicted by these views of the carbarn, Frank E. Butts Collection, **and the cars then in service. Car 58 posed with its crew circa 1915. Car 52 waited for the photographer on south Sheridan Ave.** Both photos Elmer R. Carr Collection.







The third and last sets of cars were built in 1916 and 1919. Car 1 was photographed at American Car's St. Louis plant in 1916. Elmer R. Carr Collection. **American built Birneys, shown in service, came in 1919. Some of these cars later served in Council Bluffs.** Frank E. Butts Collection.



BURLINGTON

The first street railway line began operations in Burlington on January 1, 1874. An ordinance for a horsecar line had been passed in 1870, but lapsed without any action under the privilege. The construction was effected under a July 7, 1873 enactment which granted the Burlington Street Railway Company right to build a line from downtown south and west to the city limits.

In 1875 two other independent lines were placed in operation, the West Hill & West Avenue Street Railway Company and the Prospect Hill Line Company. The lines radiated from downtown to residential districts built on the hills which surround Burlington. The companies were quite independent with no regard to transfers or coordination of schedules. In 1878 the three lines were consolidated into the Union Street Railway Company.

A franchise allowing electrification was granted to the Union Street Railway Co. on January 29, 1890. More than a year was spent on the first conversion and the initial electric car trip was on May 29, 1891. Regular service began the next day.

Since the horsecar lines were built standard gauge, conversion meant merely stringing the overhead and arranging power supply. In the beginning only one line was electrified and both horsecars and trolleys were operated. There was some doubt that electric cars could negotiate the eight to ten percent grades. The first electrification resolved doubts and the remaining lines were soon electrified. In an early report the company noted 12 motor cars and five trailers.

In 1896 a line was extended to Crapo Park to serve the "Iowa Semi-Centennial Exposition and Celebration" at that site. The property was sold to the Walsh family, local entrepreneurs and emerged as the Burlington Railway & Light Company. All top offices of the firm were held by members of the Walsh family.

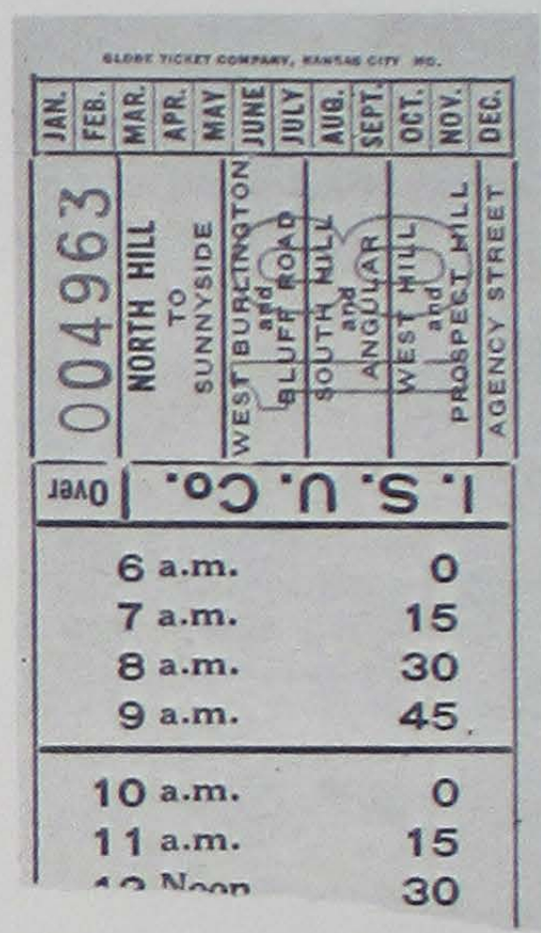
A line to West Burlington, built about 1900, brought the system to its greatest extent. The Walsh management maintained the property well through the years, making improvements both to the physical plant and rolling stock as needed. In 1920 birney cars were introduced,

both new and second hand ones being acquired.

On August 1, 1924 the Iowa Southern Utilities Company acquired the Burlington Railway & Light Company from the Walsh interests. The purchase covered both utility and street railway operations. In a few years, street improvements (mostly paving) forced the company to a program of replacing cars with motorbuses. The Angular Street line was converted in the fall of 1927. The North Hill line went about September 1, 1928, several others during the fall. Only the West Hill and Prospect Hill lines survived into 1929.

On a Saturday in the summer of 1929, ISU lined up cars at Seventh and Jefferson Streets downtown for a farewell ride to Crapo Park and return, compliments of "management". When the free rides ended, the streetcars were finished. All equipment was scrapped except for a snow sweeper which was transferred to ISU's Ottumwa property.

ISU ran buses in Burlington until 1941 then sold out to other interests.



Burlington transit's early days starred single truck open cars as shown in front of Salter Clothing Shop on downtown Main Street, James P. Shuman Collection; **at the corner of 5th and Jefferson Streets,** James L. Jones Collection; **and passing an Illinois Central box car parked next to Main Street just south of Valley Street.** Des Moines County Historical Society. **The Walsh family which owned Burlington Railways until 1924 also owned the Rock Island Southern in Illinois.**

Piecemeal abandonments of the routes in Burlington occurred. The west end of the First Street and the South Hill lines were abandoned before 1927. The North Hill line was abandoned in two segments. Service on the West Burlington extension of the North Hill line was terminated before service on the original portion of the line was terminated.

Even the band had to wait for car 50 to pass before starting their parade up Main Street. The pre-World War I July 4th celebration is sure to envoke memories of the good old days. Des Moines County Historical Society. **Replacements for the original equipment came in the form of two styles of cars. 83 was among the first group of steel cars.** Wm. C. Janssen Collection. **Birneys completed the improvements.** Paul Stringham Collection.

70 YEARS OF QUALITY
Storz
BEER
Betts & Son
CAFE
Coca-Cola
BOTTS & SON
ELTON
TRACTOR
414
414

Trolleys in the Capital

DES MOINES

When the Civil War ended, Des Moines, the capital of Iowa, was 20 years old and boasted a population of about 10,000. In 1867, Dr. M. P. Turner secured a franchise for the Des Moines Street Railway. His grant allowed operation over any streets in the city by any known type of motive power (that term "known" was to have significance later on). Turner had been the operator of three toll bridges across the Des Moines River. The tolls had been removed by action of the City Council.

A narrow gauge horsecar line was opened on Janaury 11, 1868 from the Polk County Courthouse to the foot of Capitol Hill on Des Moines' east side. A second line followed. The third, Walnut Street, was opened in 1876. Fare was five cents, but no transfers were issued.

Operation was without incident until 1886. Then Dr. Turner's men laid rails in the new wood block paving on Fourth Street. Since this was done without permission, the council was somewhat irate over the incident. To show their disapproval, the council promptly gave a charter to the Broad Gauge Street Railway Company headed by Messrs. Van Ginkel, Teachout and Webber. Lines were built on Locust Street and Grand Avenue. At the same time, Van Ginkel and Webber promoted another horsecar line, the Sevastopol Street Railway, built to serve the coal mining community of that name a couple of miles south of Des Moines. It was operated as part of the Broad Gauge system.

Dr. Turner's Des Moines Street Railway sought an injunction to stop the new lines, citing the exclusive clause of the Turner franchise. The Court granted the injunction, agreeing that the franchise was, indeed, exclusive. This temporarily stopped the cars of the Broad Gauge lines.

The Broad Gauge interests pointed out that the original franchise was for any "known" type of motive power. Electricity, not "known" then, would provide the means of utilizing the "loophole" to resume operations. The Broad Gauge lines were hurriedly electrified by the Thomson-Houston Company. The first electric streetcar (a converted horsecar), made the maiden trip in Des Moines on December 19, 1888. There were hard feelings between the rival companies and competition for fares was intense. The public, however, preferred the electric cars of the Broad Gauge lines which prospered at the expense of the horsecar operators.

During this period other lines were built. In 1888, the Belt Line Railway began operating a steam dummy line three miles long to North Des Moines, following the Des Moines River. Another steam dummy line was built by the Rapid Transit Company west to Greenwood Park and east to the new State Fairgrounds.

Late in 1889, Jefferson Polk, head of the Rapid Transit Company, acquired the franchises of the Des Moines Street Railway, Broad Gauge Street Railway and the Sevastopol Street Railway and consolidated them with the Rapid Transit Company into a unified system. Shortly afterwards, the Belt Line Railway was acquired and a new company, the Des Moines City Railway, emerged.

The various lines were converted to standard gauge and electrified. Improvements and extensions were made in the next few years.

In 1898, the management of the Des Moines City Railway incorporated a separate company, the Inter-Urban Railway Company, to build an interurban line from the end of the city car line at Greenwood Park to the town of Valley Junction (later West Des Moines) - a distance of about three miles. This line was operated by the Des Moines City Railway. The Inter-Urban Railway story is told elsewhere, but it should be noted that there was always common management between city and interurban companies. Joint use of trackage, shops and other facilities prevailed. The interurban purchased its power from the city company until the latter gave up its generating plant.

Early rolling stock of the Des Moines City Railway was an assortment of cars inherited from previous owners. Some horsecars were motorized. In some cases two were spliced together to form a larger, double-truck car. New cars began to appear on the roster, some homemade, some from outside builders.

In the first decade of the century, Des Moines developed a distinctive style of car which was quite popular with company and riders. A typical example is shown among the photos. These were singled-ended cars with the door just in front of the rear truck. The section to the rear was a smoker; the larger, front section was the main passenger compartment. The entrance was closed off with swinging gates. Cars were either built in the company shops or provided by outside builders.

Some home-made trailers were used to handle seasonal traffic to the Iowa State Fair. They looked like steam-road stockcars with seats inside, but were adequate for the short, seasonal period of fair traffic.

New lines were built during the early 1900's. Fort Des Moines was reached in 1903, Urbandale in 1905. In 1910 the East 14th Street line was built. The Crocker Street line, serving a high-class residential area was built in 1920, the last new construction.

The company developed a freight business. A locomotive was constructed in the shops. Coal, brick and tile were handled in addition to

general freight traffic. Interchange was established with steam roads. DMCR exclusively handled the traffic to Fort Des Moines. Later as the Inter-Urban Railway developed freight traffic, the city company turned its freight traffic over to the interurban.

Sometime in the early 1900's, the property came under the control of a bank. In this period the local operators' union successfully negotiated the "two-man car agreement". This was to insure that one-man cars would not be used in Des Moines. The issue caused many bitter labor disputes before it was resolved.

In 1911 a bankruptcy petition was filed for the Des Moines system. That year the company reported 78.91 miles of track and 103 cars in operation. As a result of the petition, the company was placed in the hands of a receiver.

Even that far back, management began to regret the impulse that had produced the "two-man car agreement". Negotiations for elimination of conductors were attempted even in the second decade of the century, but to no avail. After World War I the company made a serious attempt to one-man the system. The result was a strike in the summer of 1921 which kept the cars off the streets for four months. In July 1925, a one-man car reportedly made a number of trial trips on University Avenue and several cars were modified for possible one-man service.

On July 13, 1929, the Des Moines system was acquired by a syndicate headed by Walter J. Cummings of the carbuilding firm. The property became the Des Moines Railway Company. The new company assumed four million dollars of obligations of the old company, but it was freed from the provisions of the "two-man car agreement".

One of the first steps of the new management was to institute one-man operation, starting on May 1, 1930. The years of feuding over the issue finally ended. 40 one-man cars were ordered from Cummings Car & Coach Company. They were the 700's, designed to take advantage of all technological developments of the day. The cars were to become the backbone of the fleet. Originally painted maroon and cream, they were repainted in a green and cream livery with aluminum roof in 1940.

Buses made their first appearance in Des Moines in the 1920's on light feeder routes. The first substitution occurred on May 15, 1936. The Scott Street line, a chronic money loser, was converted. Its cars had clattered over twenty-one railroad crossings in serving a depressed residential area. DMR was unwilling to spend $40,000 to repair the special work, so it changed to buses over the objections of 800 residents of the area. The next lines, W. 9th and Belt, were converted July 30, 1938.

The management of the Des Moines system became interested in the trolley bus, a vehicle in its growth period throughout the country. They made some experimental use of the vehicle and in that connection had a contest in which the name "curbliner" was selected (a Des Moines resident won $500.00 for his entry). The first actual conversions to "curbliners" were the heavy Sixth Avenue lines on October 8, 1938. More routes were converted in 1939 and 1940.

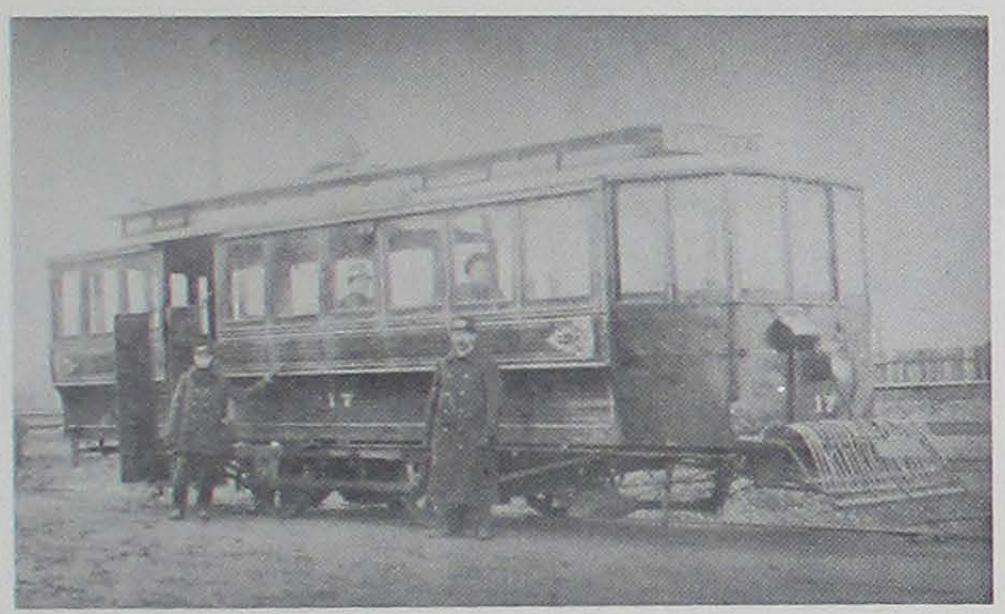
Despite the conversions, Des Moines Railway in 1940 still operated 100 streetcars as well as 31 trolley buses and 37 gas buses. Des Moines Railway was one of the few transit companies to continue generating its own power. A 14,750 kw steam generating plant at East 4th and Maple Streets furnished power at 4400 volts 25 cycles to eight fully automatic substations which stepped the current down to trolley voltage (600 DC). Des Moines Railway was one of the first street railways to make extensive use of automatic substations.

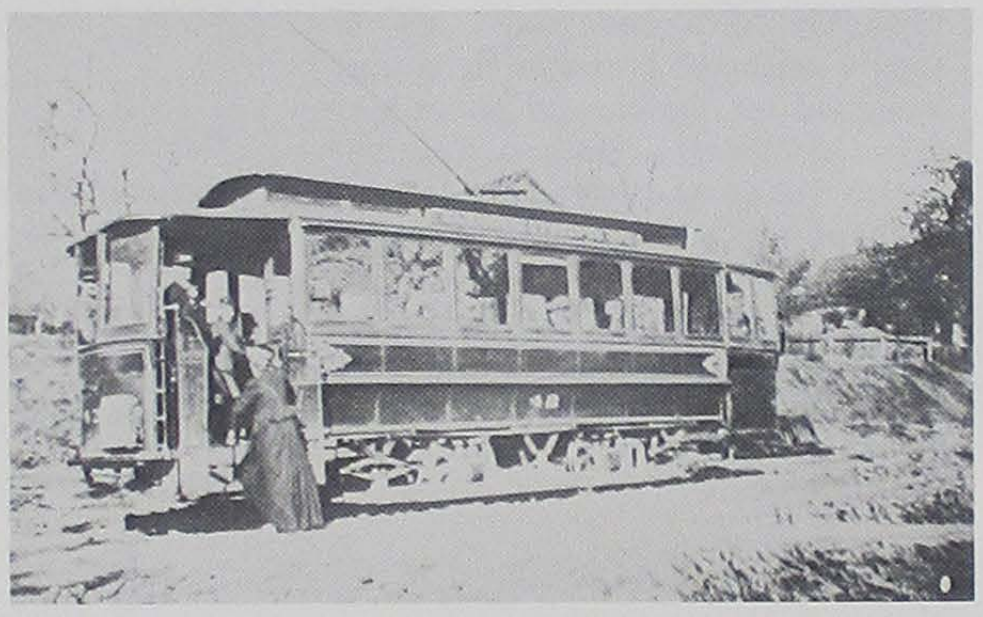
Trolley buses were scheduled to replace streetcars on the West Des Moines line in 1942, but the Federal Office of Defense Transportation almost kept the cars running. However, after an inspection of the line by ODT officials, it was concluded that the condition of the track left no choice but to go ahead with the conversion. No further conversions were made during the war.

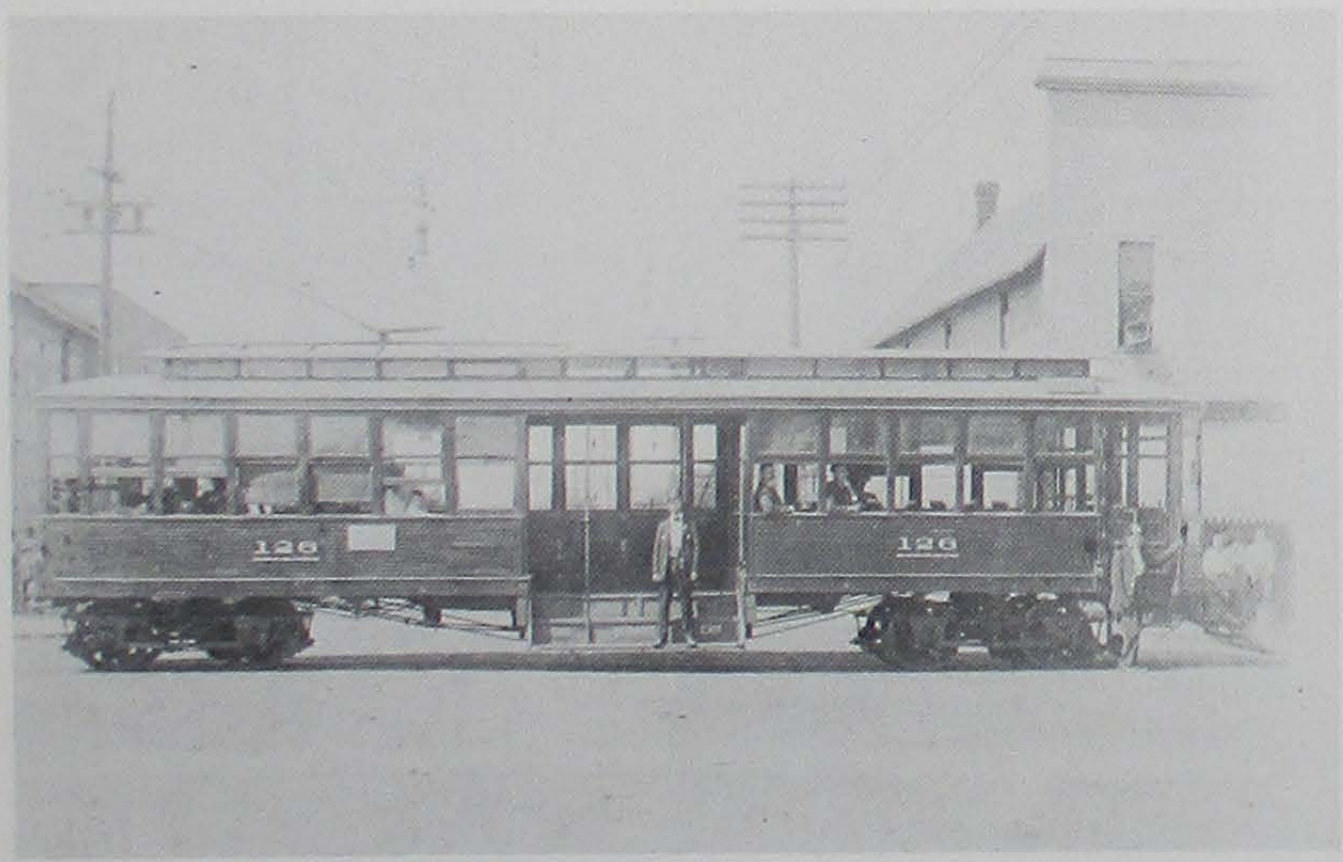
Plans had called for conversion of all car lines as soon as possible after the war, but the timetable lagged. In 1949 control of the company passed to eastern interests and the name was changed to Des Moines Transit Company.

The last car line, Urbandale, had originally been scheduled for replacement in 1947. Conversion, however, had been dependent on new street construction to replace extensive stretches of private right-of-way. The City held up on such construction until 1950. On June 19, service on the outer end of the line (to 70th Street, Urbandale) was dropped. Cars continued to operate on the inner portion until March 6, 1951.

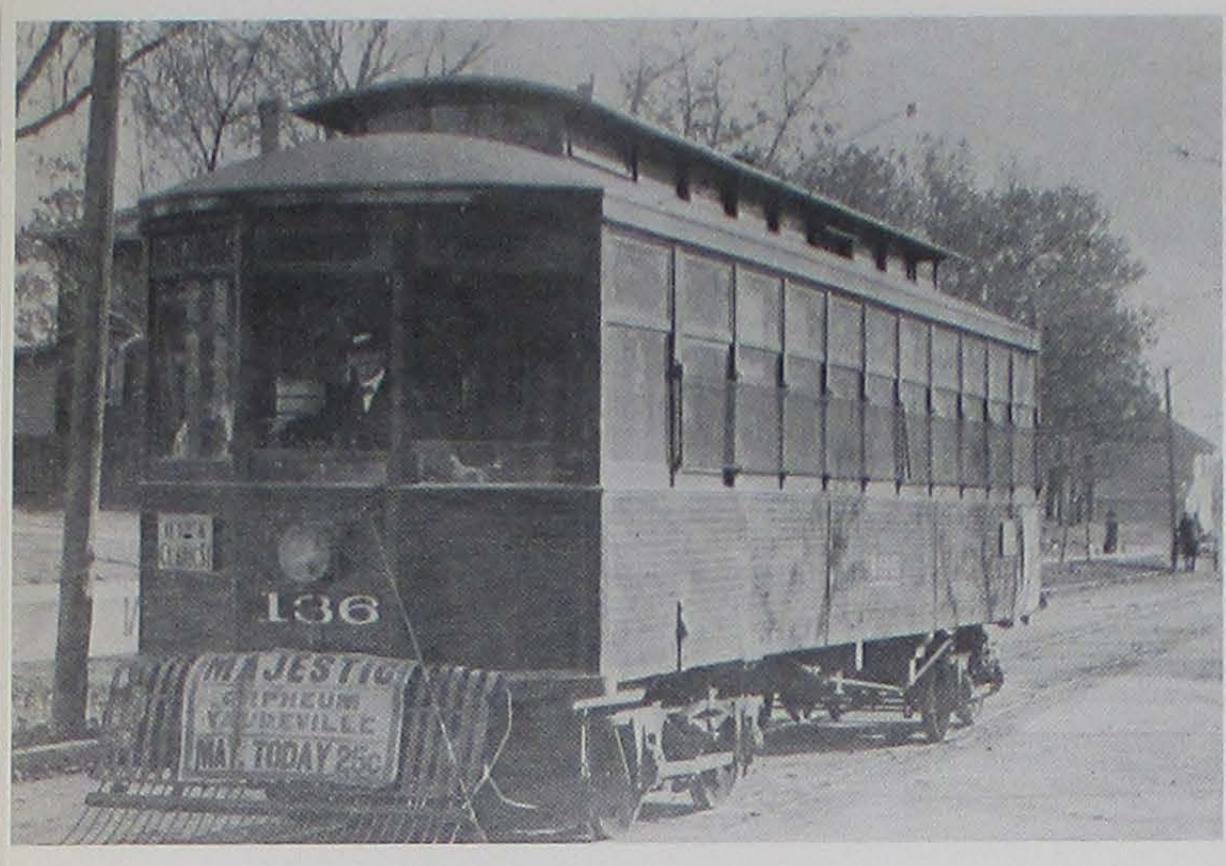
In 1889 Pullman built this 3-car train. It was the predecessor of the electric equipment that was soon to follow. George Krambles Collection.

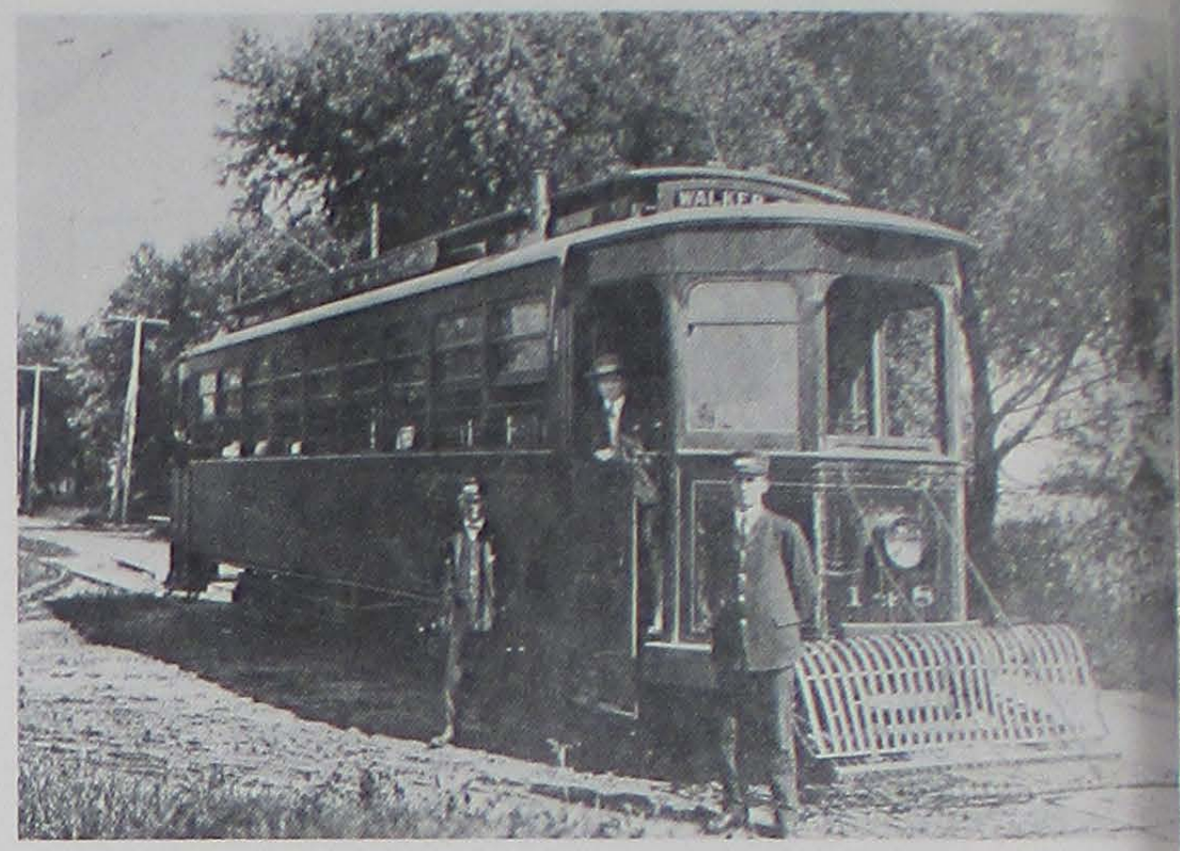




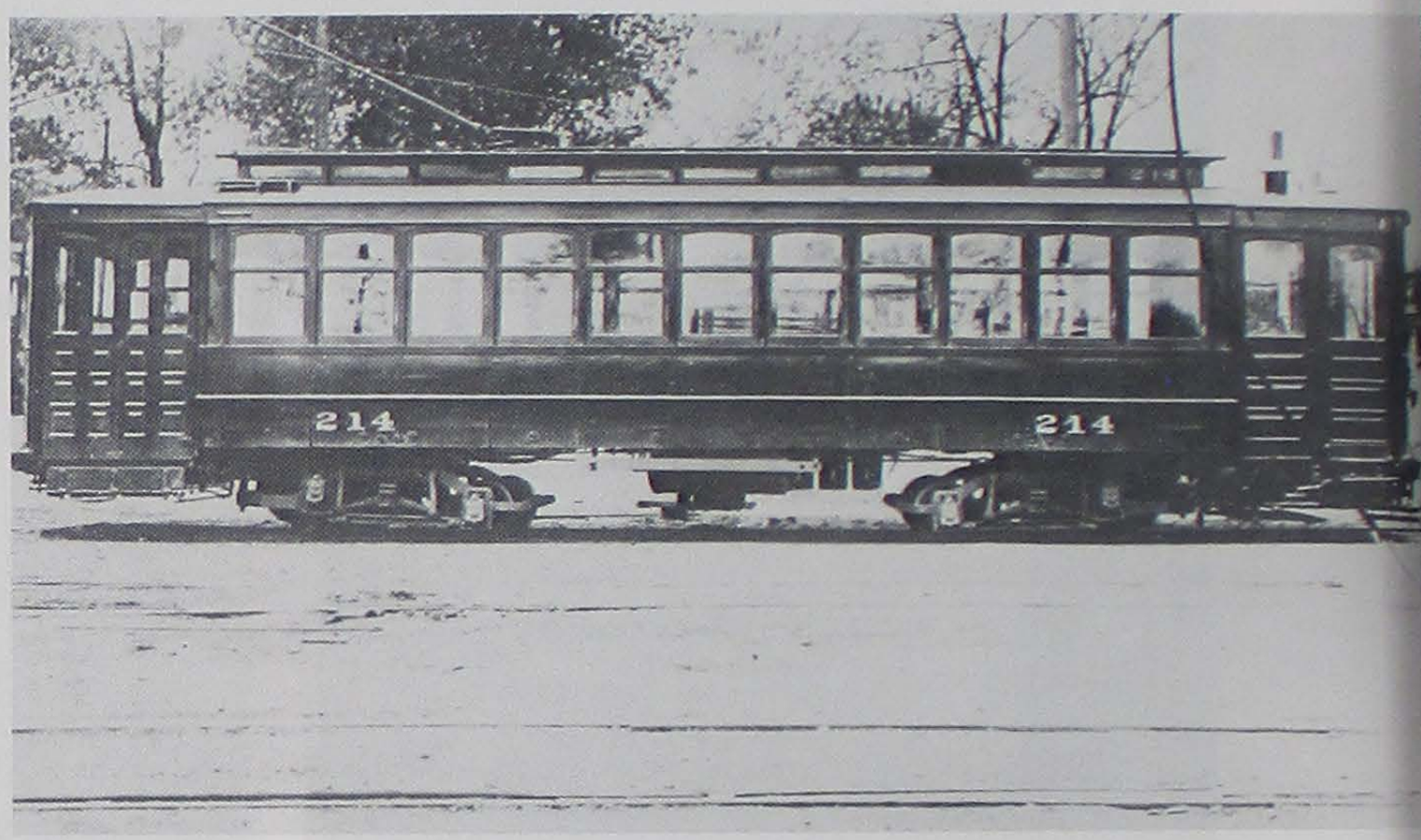


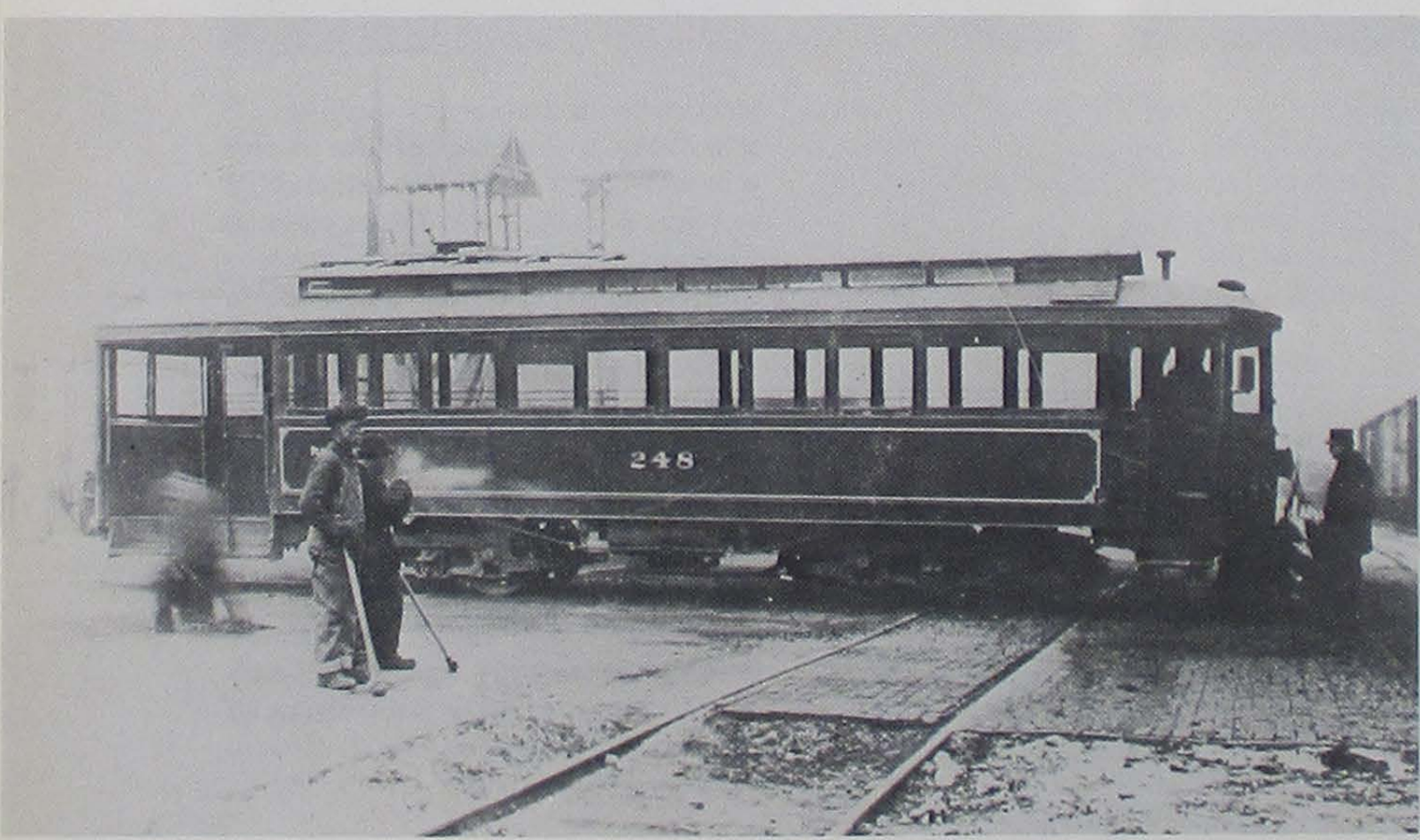
Originally a horsecar, number 23 was later a member of the series which were rebuilt for electrified service. 23 is at the Pullman plant in February 1890. George Krambles Collection. **Middle left: Suffice it to say that after rebuilding, these cars were unique to say the least. 17 is on the Scott Street Line in 1905. Middle right: Car 42 stops for passengers on the near north side. In 1905 this car was serving the 11th and 12th Street line.** Both photos Ronald D. Sims Collection. **In the early 1900's the basic cars of the fleet were the 100's. 126 is in Valley Junction which later was renamed West Des Moines.** James J. Kreuzberger Collection.

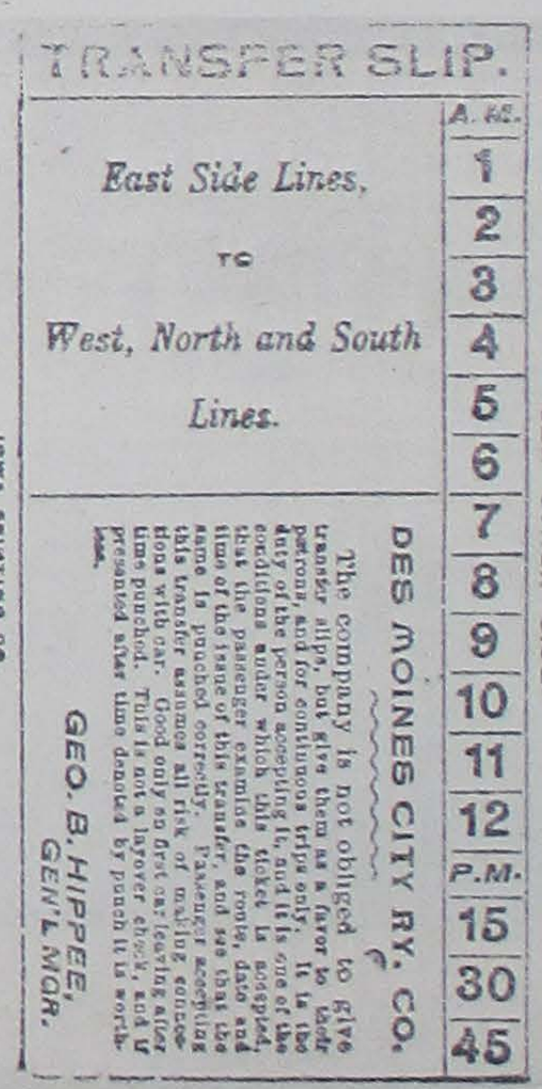




Above left: The 100's were a very distinctive car with their monitor roof and center entrance. The cars were strictly single end as evidenced by this "blind" side view of car 136 taken on the 11th and 12th Street line in 1911. Stephen D. Maguire Collection. **Above right: As originally built the cars were considerably different. Car 148 is shown without a center door and designed for double-end operation.** L.P. Cummings Collection. **The 200 series was obviously renumbered — perhaps to the 300 or 400 series. Right: Details aside, 214 is mounted on what appears to be maximum traction trucks.** L.P. Cummings Collection. **Below: 248 is in service in 1911.** Stephen D. Maguire Collection.






TRANSFER SLIP.

East Side Lines,

TO

West, North and South Lines.

A. M. 1 2 3 4 5 6 7 8 9 10 11 12 P.M. 15 30 45

DES MOINES CITY RY. CO.

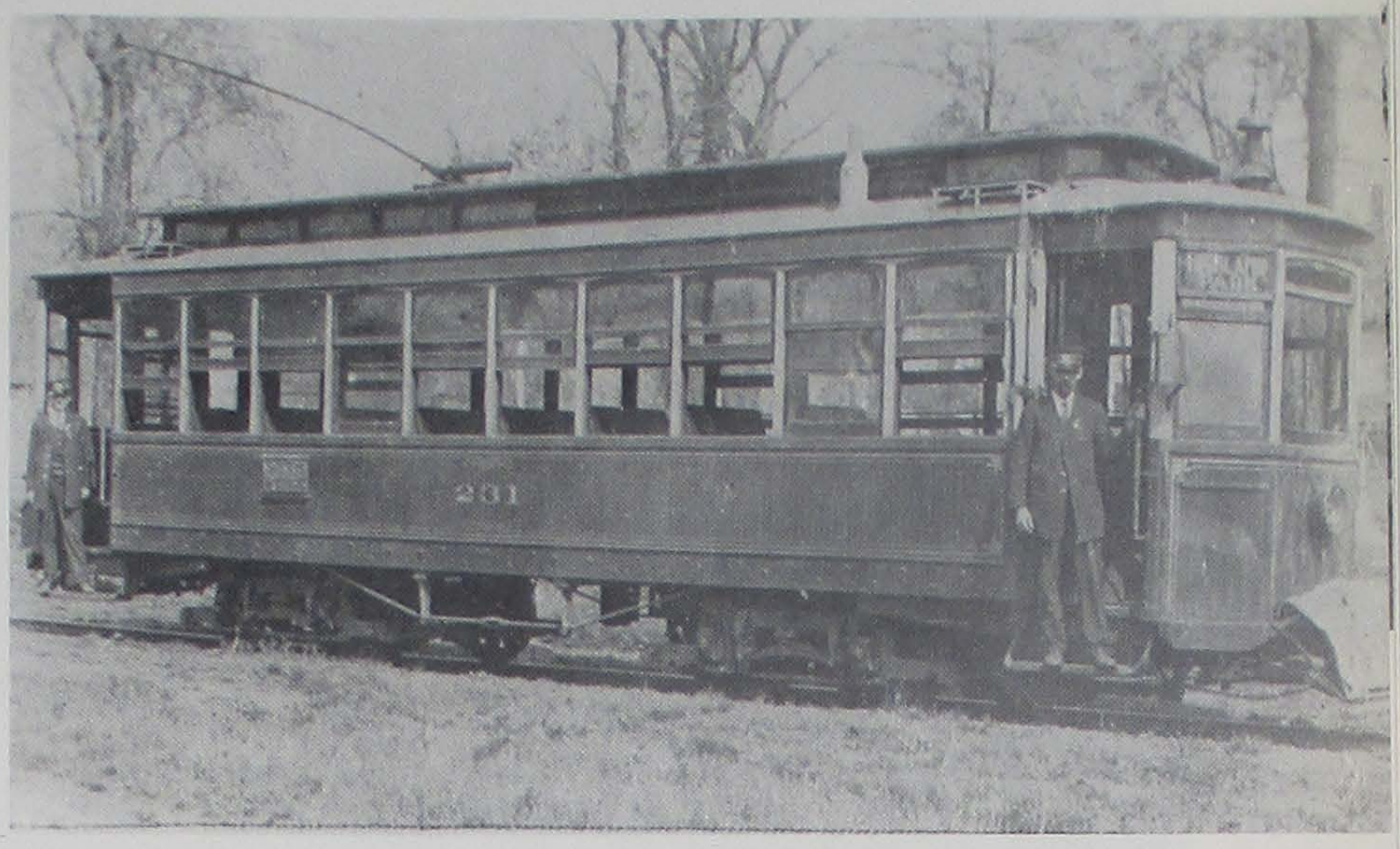
The company is not obliged to give transfer slips, but give them as a favor to such patrons, and for continuous trips only. It is the duty of the person accepting it, and it is one of the conditions under which this ticket is accepted, that the passenger examine the route, date and time of the issue of this transfer, and see that the same is punched correctly. Passenger accepting this transfer assumes all risk of making connections with car. Good only on first car leaving after time punched. This is not a layover check, and if presented after time denoted by punch it is worthless.

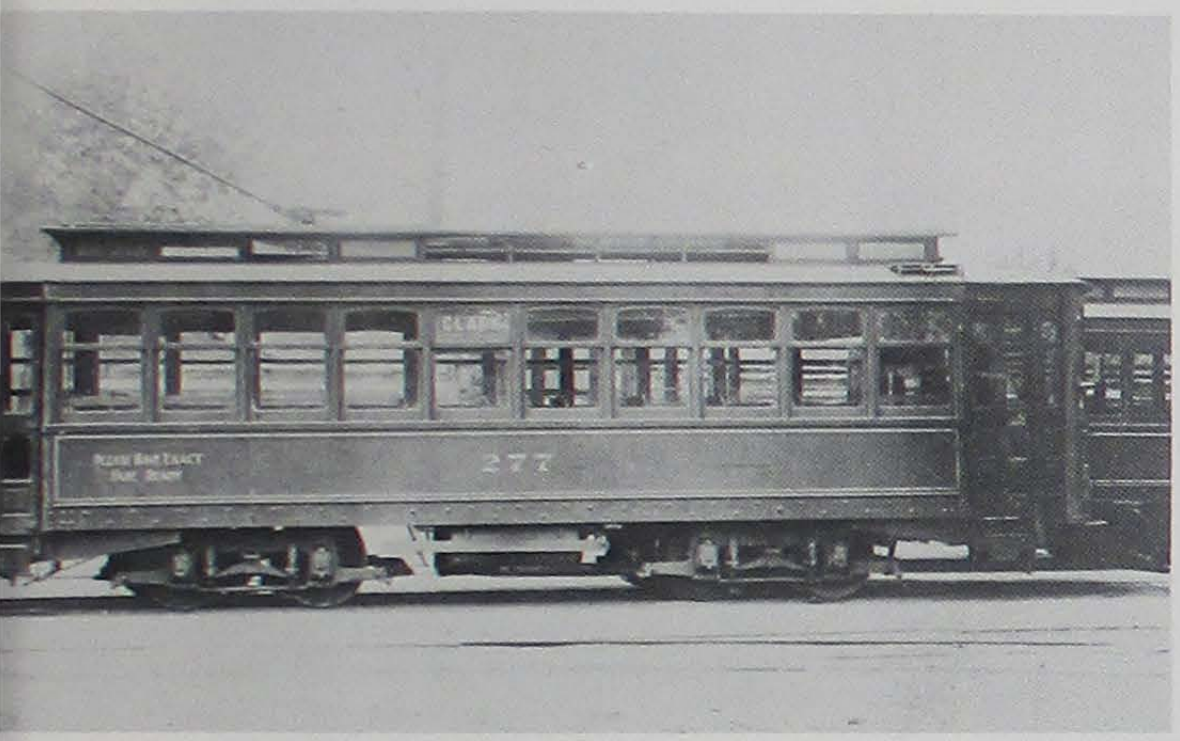
GEO. B. HIPPEE, GEN'L MGR.

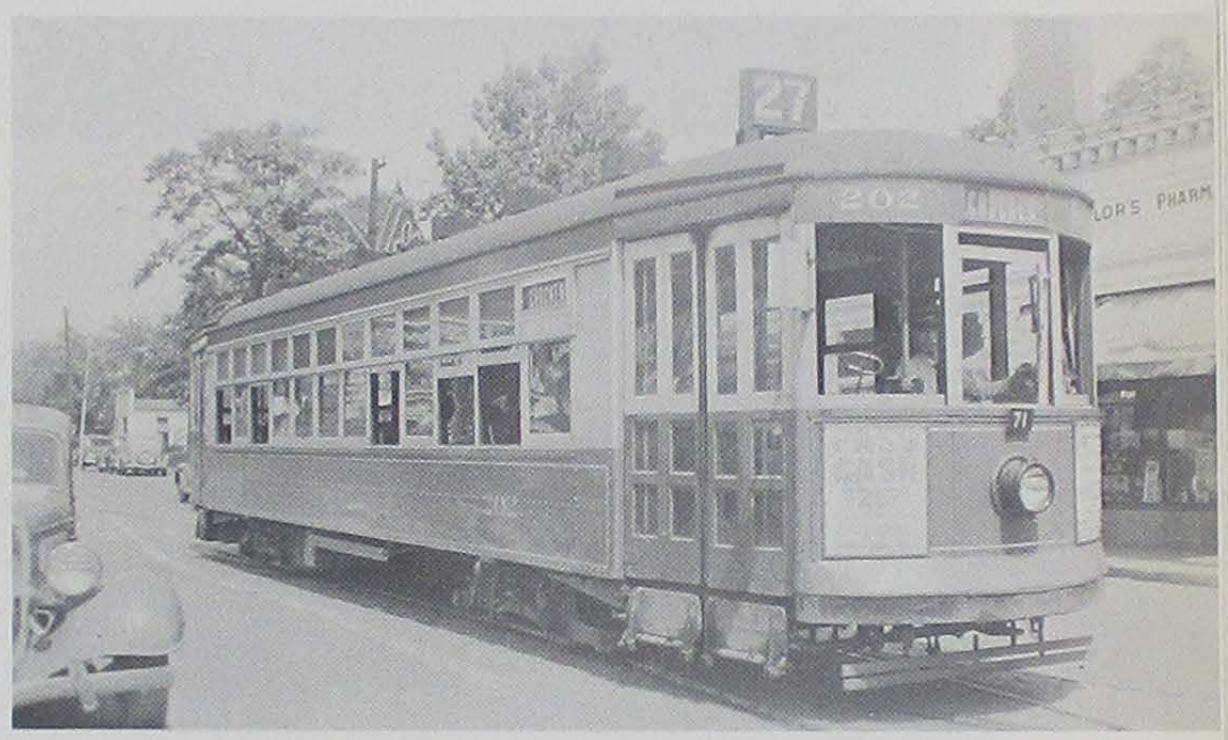
IOWA PRINTING CO.

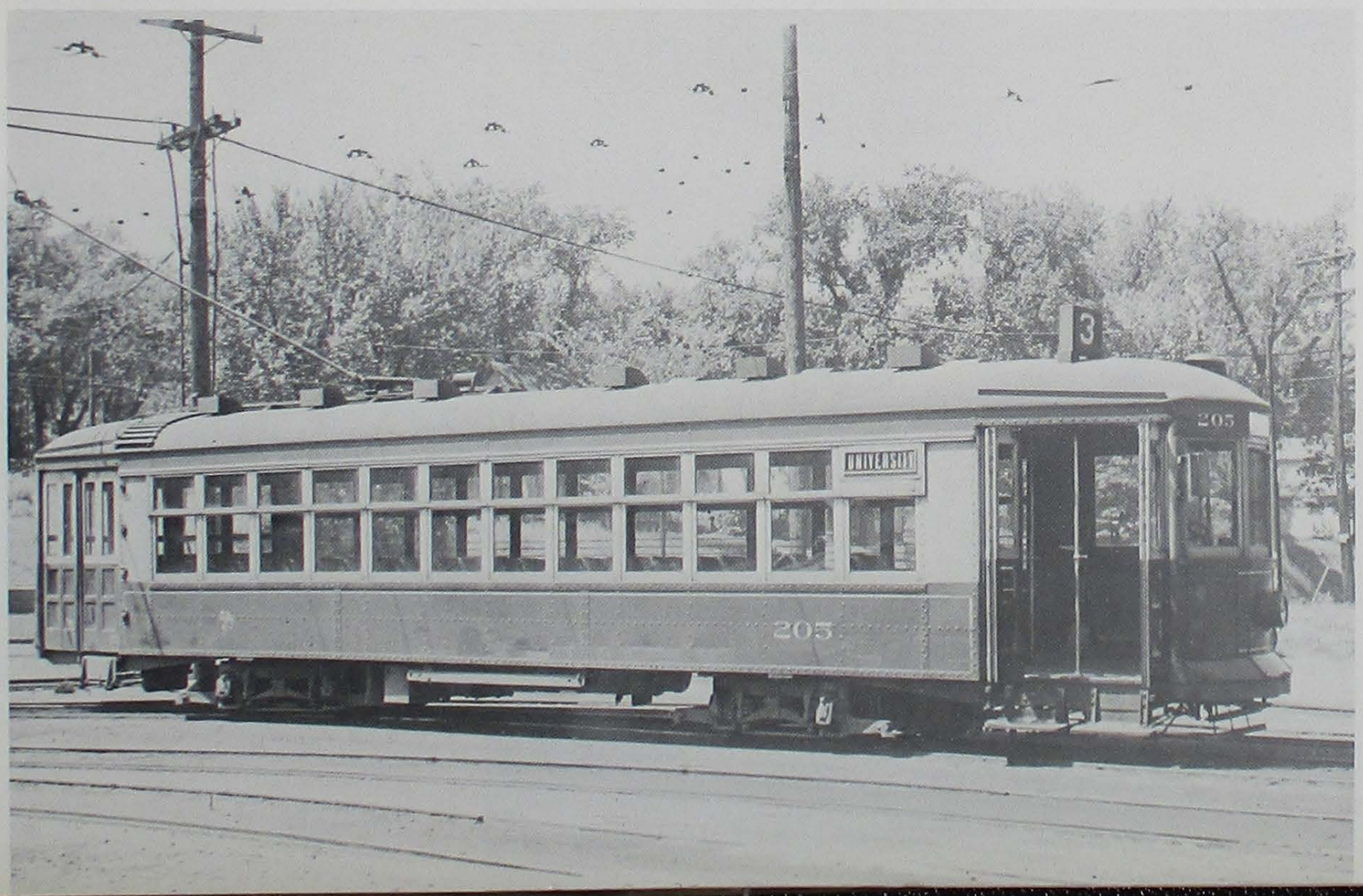
SEE OTHER SIDE.

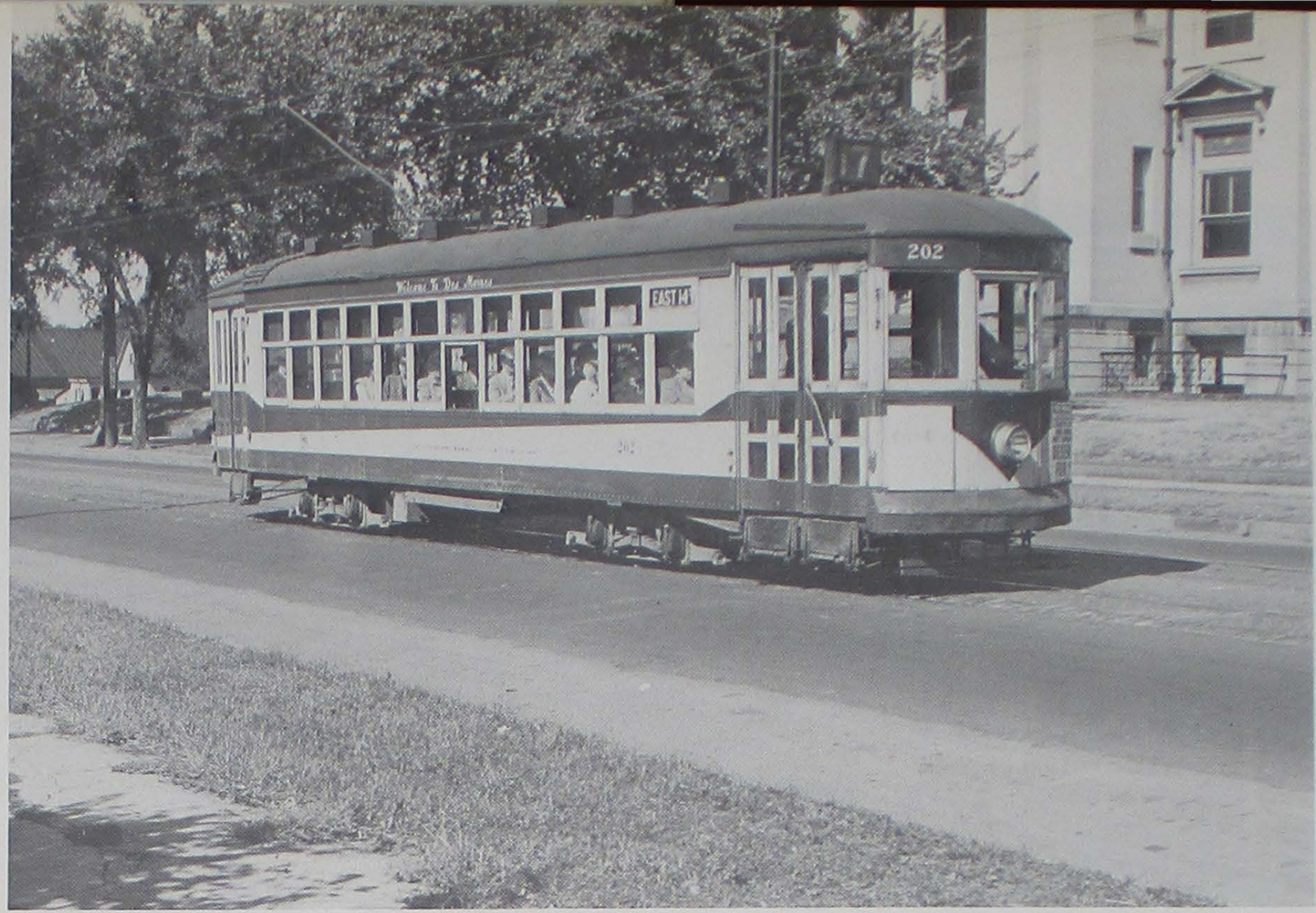
Right: In March, 1912, 231 is in service to Highland Park. Stephen D. Maguire Collection. **Below left: Car 277 is at the carbarn.** Robert J. Levis Collection. **There were supposed to be twenty cars in the 200 series. However, the company experienced so many problems with the first ten cars that the order was cancelled at that point. Car 202 is in service in August 1940.** Ed Frank photo. **Bottom: Despite their problems the 200's were pleasant appearing cars as shown in this view of 205 at the carbarn in 1938.** Malcolm D. McCarter Collection.



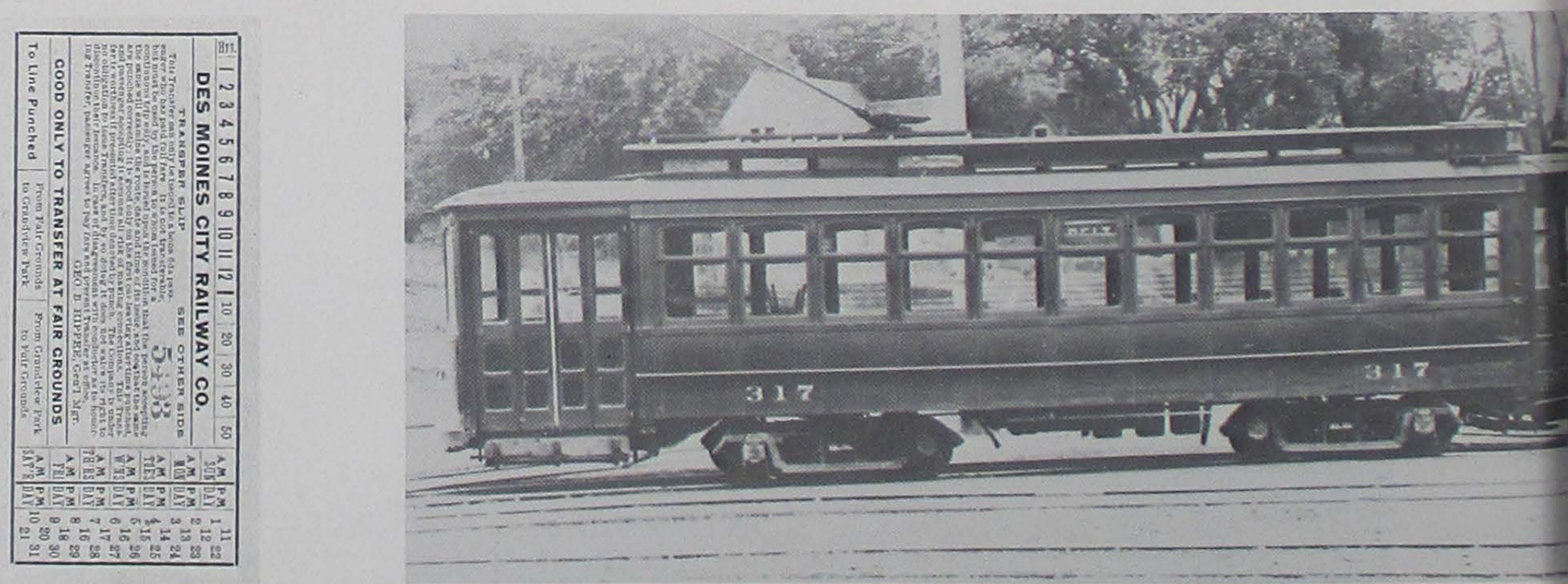








Nearing the end of its service life car 202 is in service on the East 14th Street line on September 21, 1947. William C. Janssen photo. **Left: The 300 series cars were built in two lots in 1912 and 1913 respectively. They were gracefully designed as evidenced by the gentle arch in the windows. Car 316 is in service on the Crocker line in August 1940.** Ed Frank photo. **In earlier days car 317 was photographed at the carbarn.** Robert J. Levis Collection.



1 2 3 4 5 6 7 8 9 10 11 12 | 10 | 20 | 30 | 40 | 50

DES MOINES CITY RAILWAY CO.

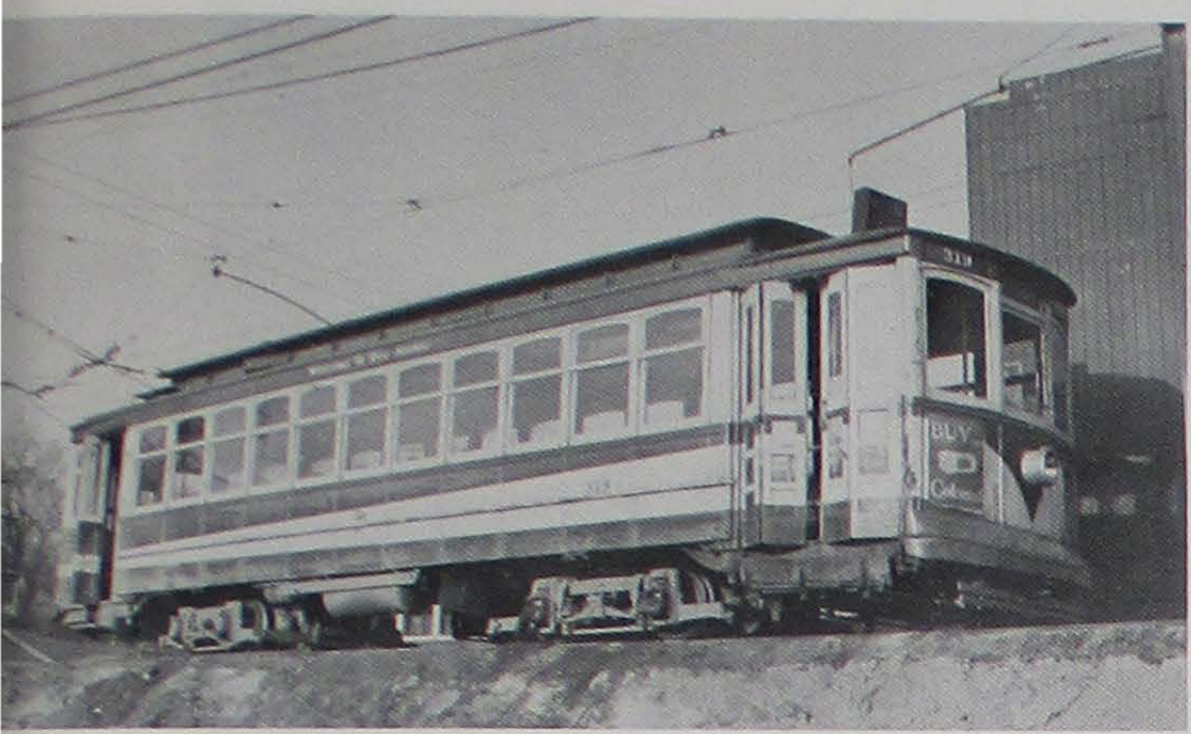
TRANSFER SLIP — SEE OTHER SIDE

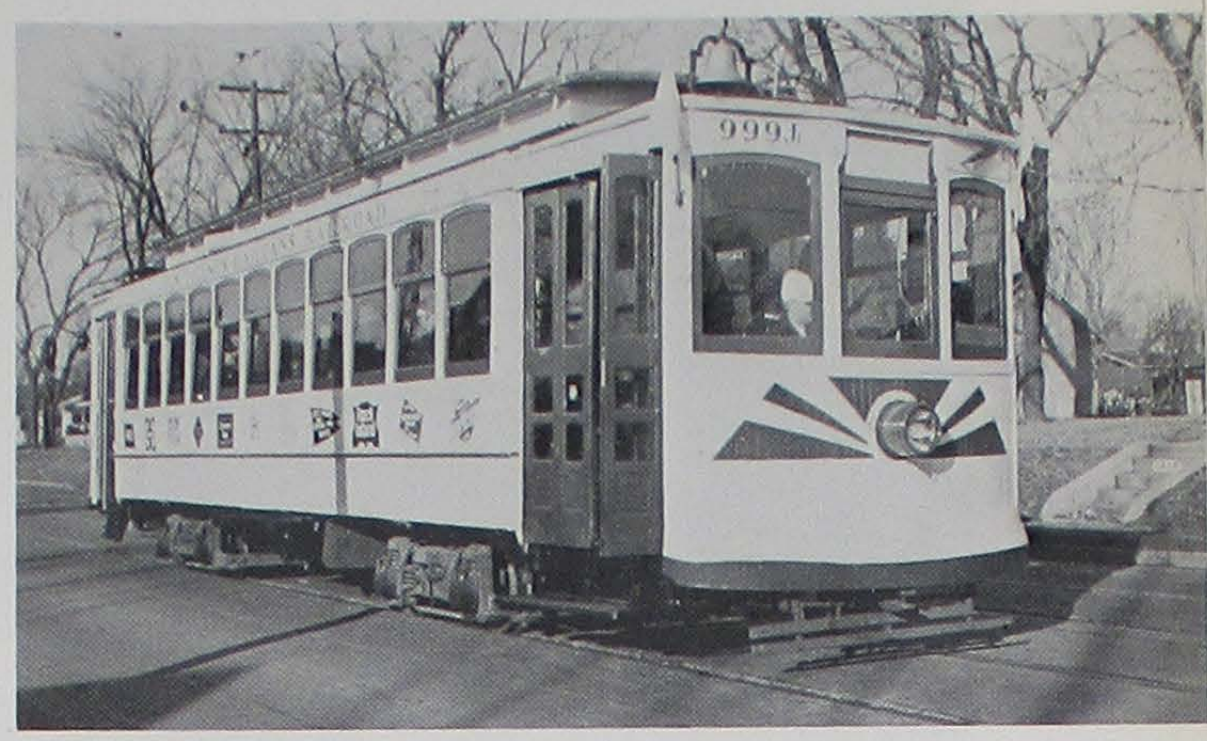
This Transfer can only be issued to a bona fide passenger who has paid full fare. It is not transferable, and must be used by the person to whom issued for a continuous ride in one direction. Conductor must punch the same will examine the route, date and time of the issue, and see that the punches are punched correctly. It is good only on the first car leaving after time punched, and passenger accepting it assumes all risk of making connections. This Transfer is obliged to be presented after time desired by Punch. The Company is under no obligation to transport passengers with expired transfers, or to honor discontinued or fractional. In case of disagreement with conductor as to proper Transfer, passenger agrees to pay fare and present Transfer at office.

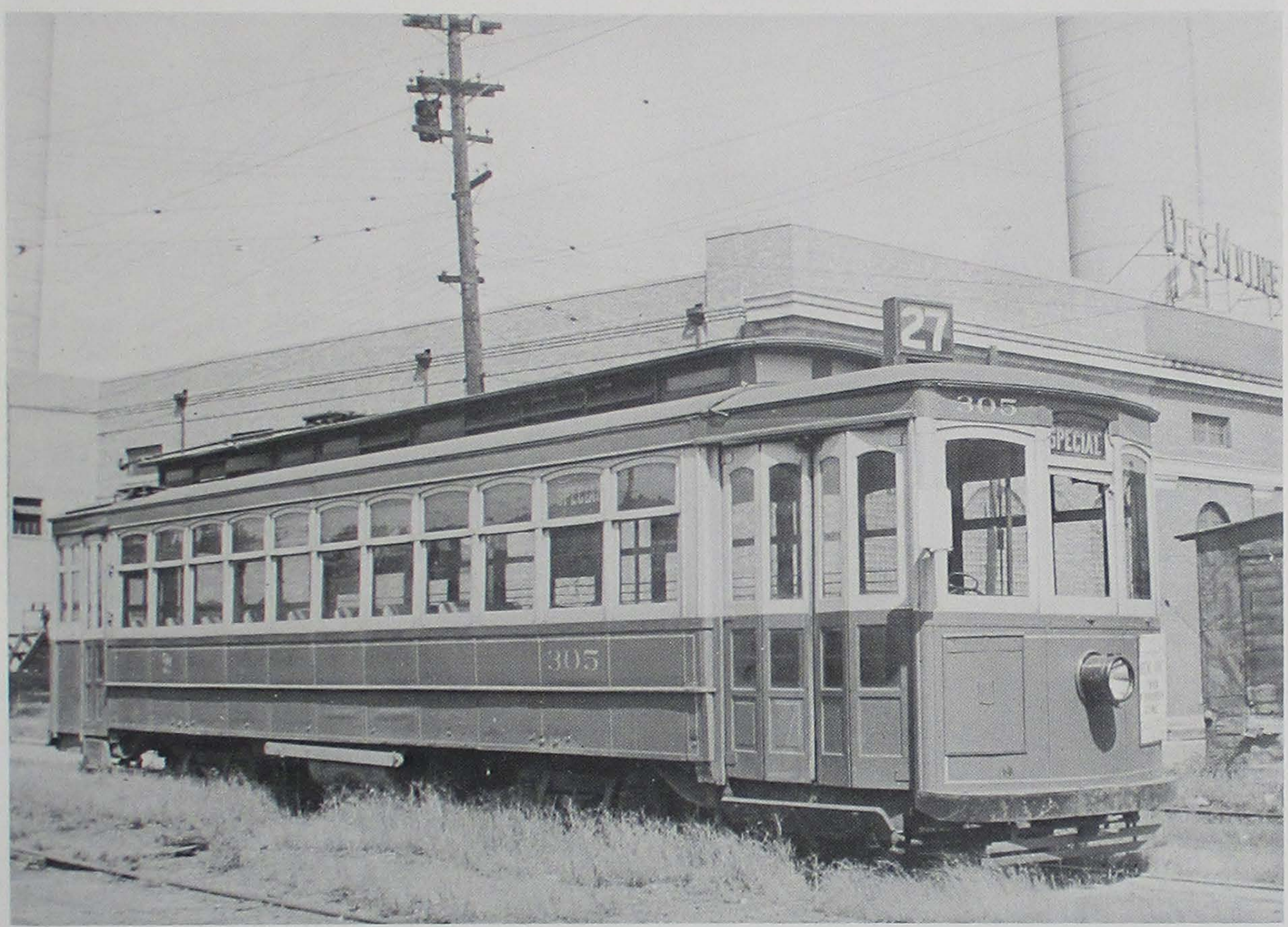
GEO. D. HIPPEE, Genl. Mgr.

GOOD ONLY TO TRANSFER AT FAIR GROUNDS

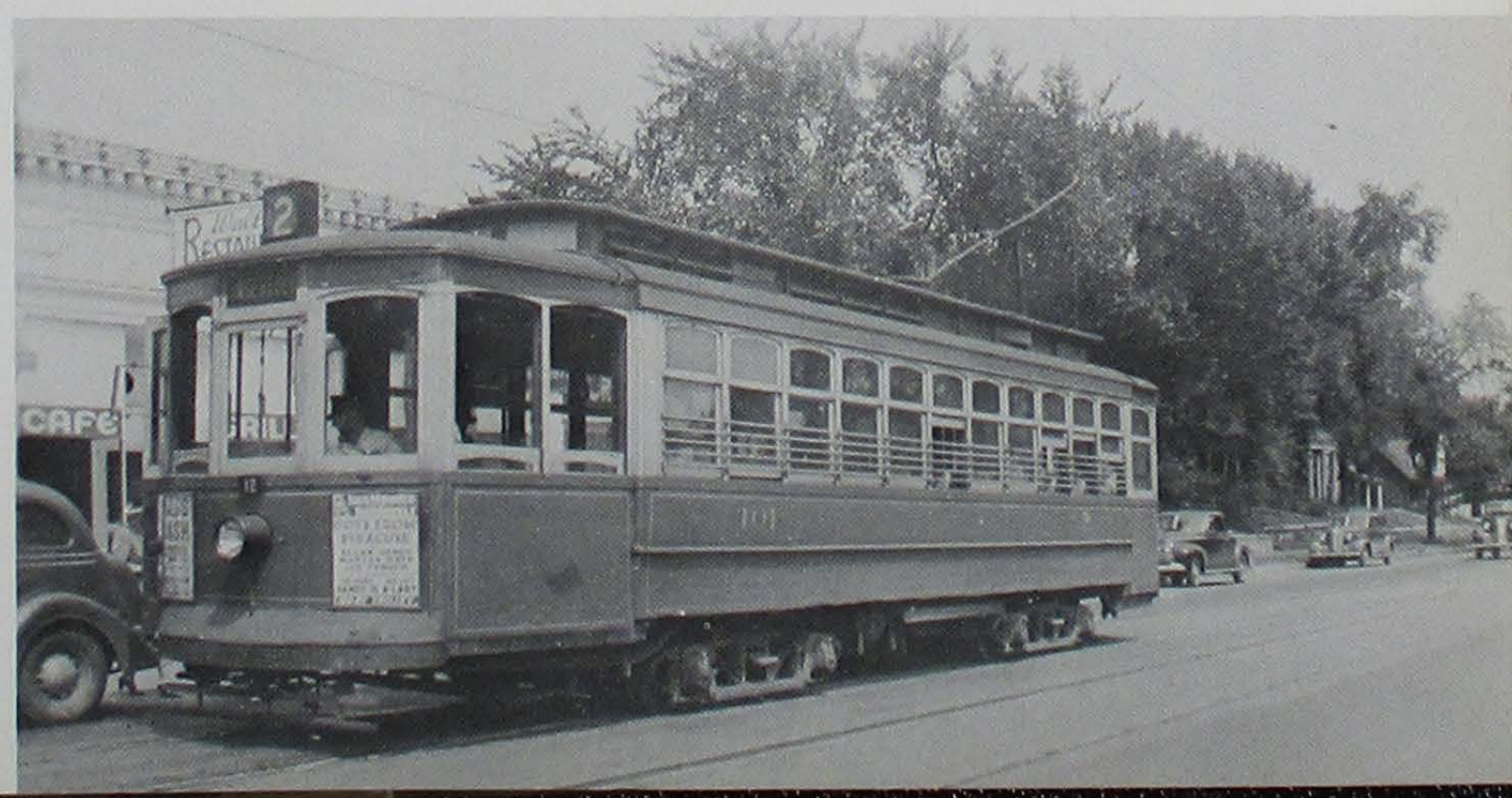
To Line Punched	From Fair Grounds to Grandview Park	From Grandview Park to Fair Grounds
	A.M. P.M. SUN DAY	A.M. P.M. SUN DAY
	1 11	22
	2 12	23
	A.M. P.M. MON DAY	A.M. P.M. MON DAY
	3 13	24
	4 14	25
	A.M. P.M. TUES DAY	A.M. P.M. TUES DAY
	5 15	26
	6 16	27
	A.M. P.M. WED DAY	A.M. P.M. WED DAY
	7 17	28
	8 18	29
	A.M. P.M. THURS DAY	A.M. P.M. THURS DAY
	9 19	30
	10 20	31
	A.M. P.M. FRI DAY	A.M. P.M. FRI DAY
	21	
	A.M. P.M. SAT'R DAY	A.M. P.M. SAT'R DAY

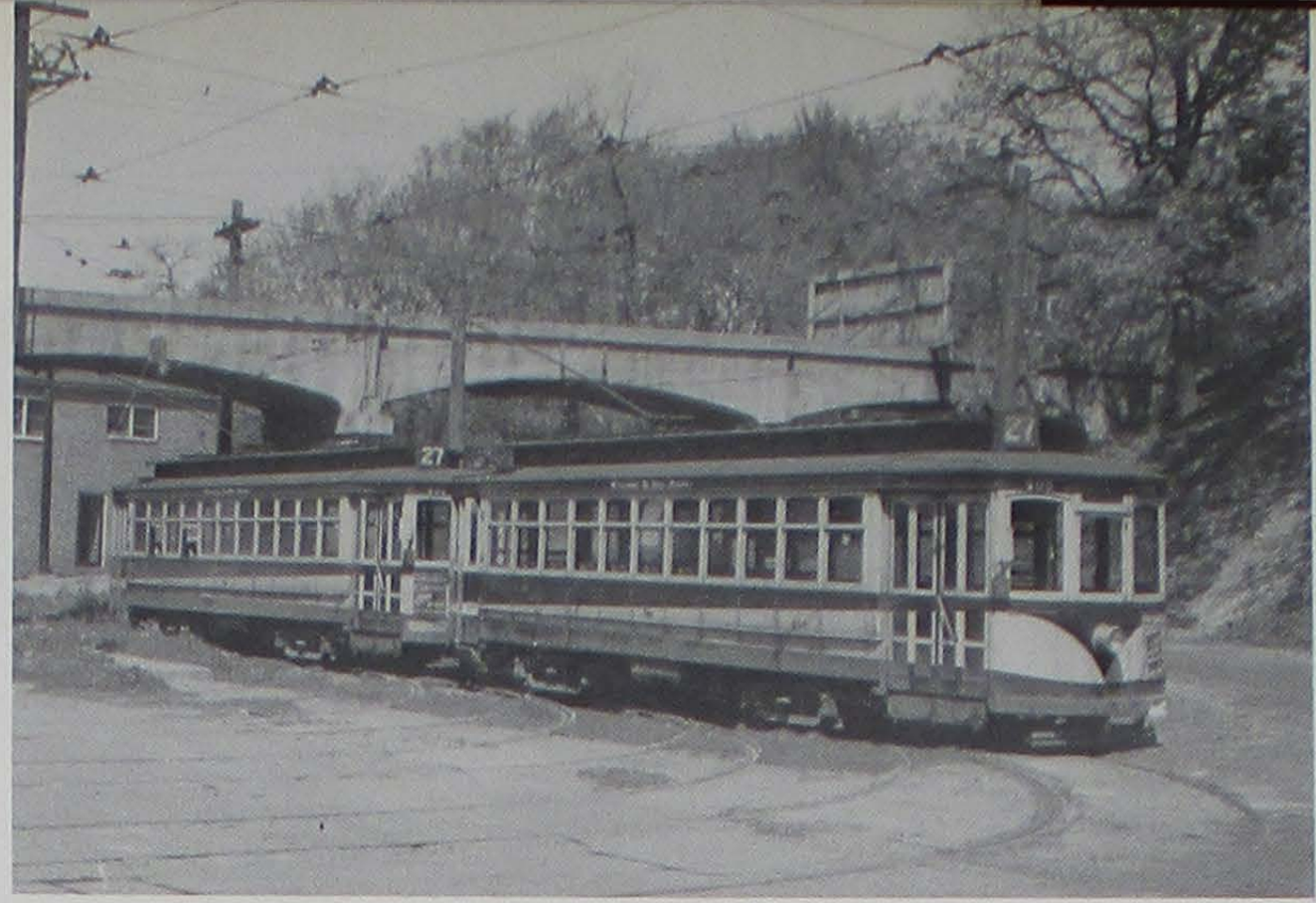




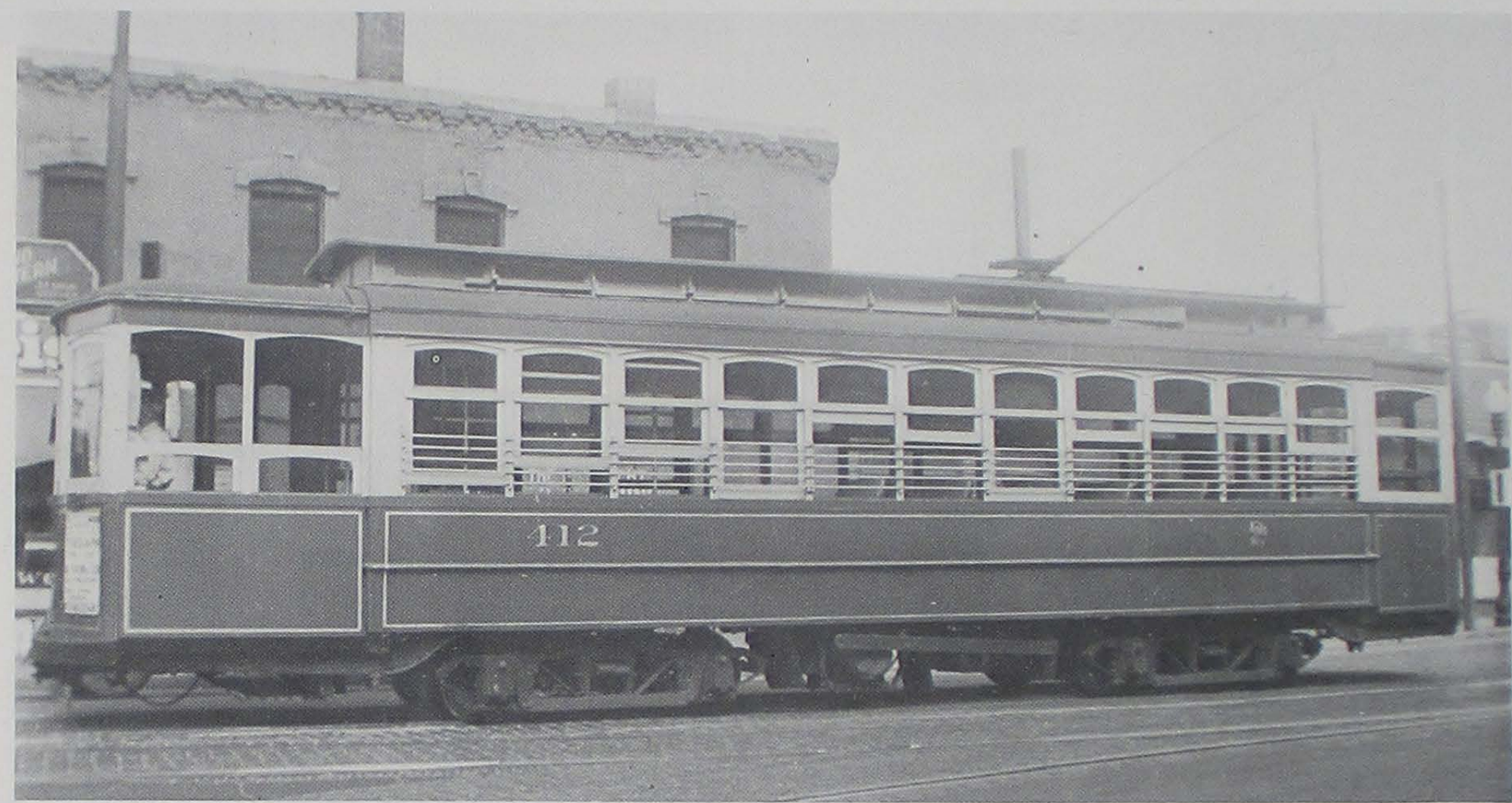


Top left: Car 319 was at the West 24th Street Barn on April 6, 1947. Charles D. Kring photo. **Top right: The Des Moines Railfans Club was the beneficiary when car 318 was repainted as 999 Jr.** Stephen D. Maguire photo. **Middle: Car 305 is resplendent in its red and cream livery at the Shops.** Malcolm D. McCarter Collection. **Right: 401 is shown in service in August, 1940.** Ed Frank photo.

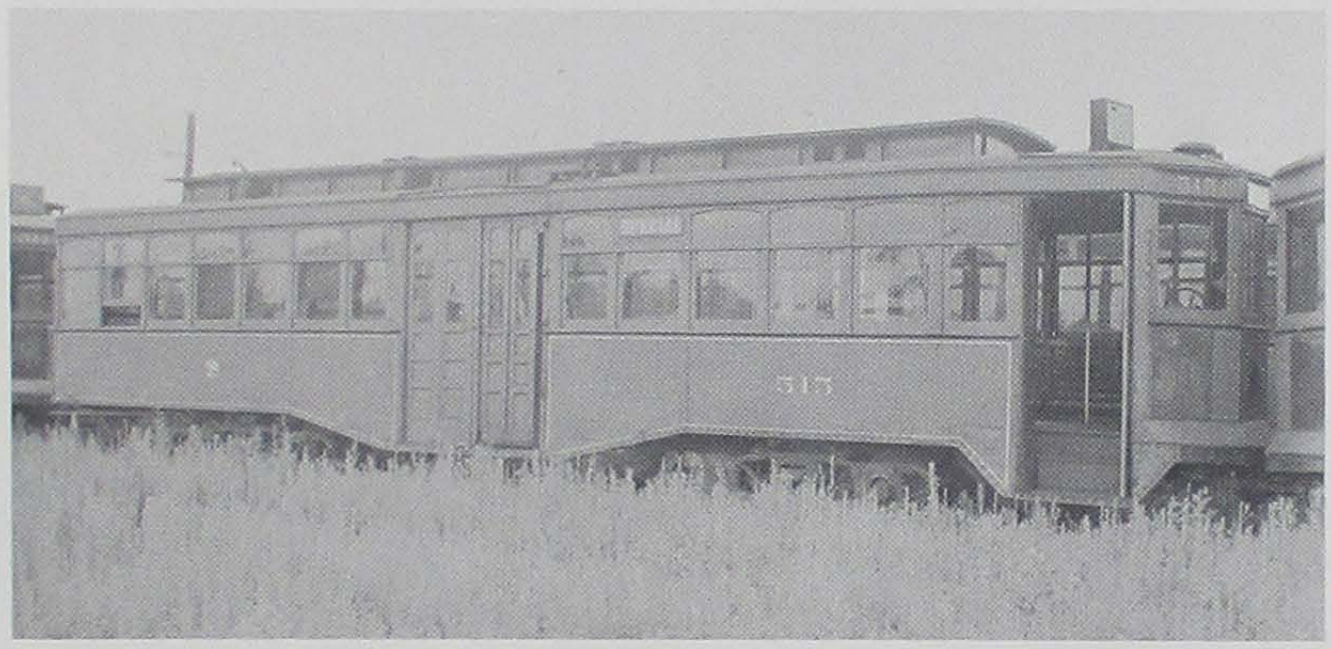


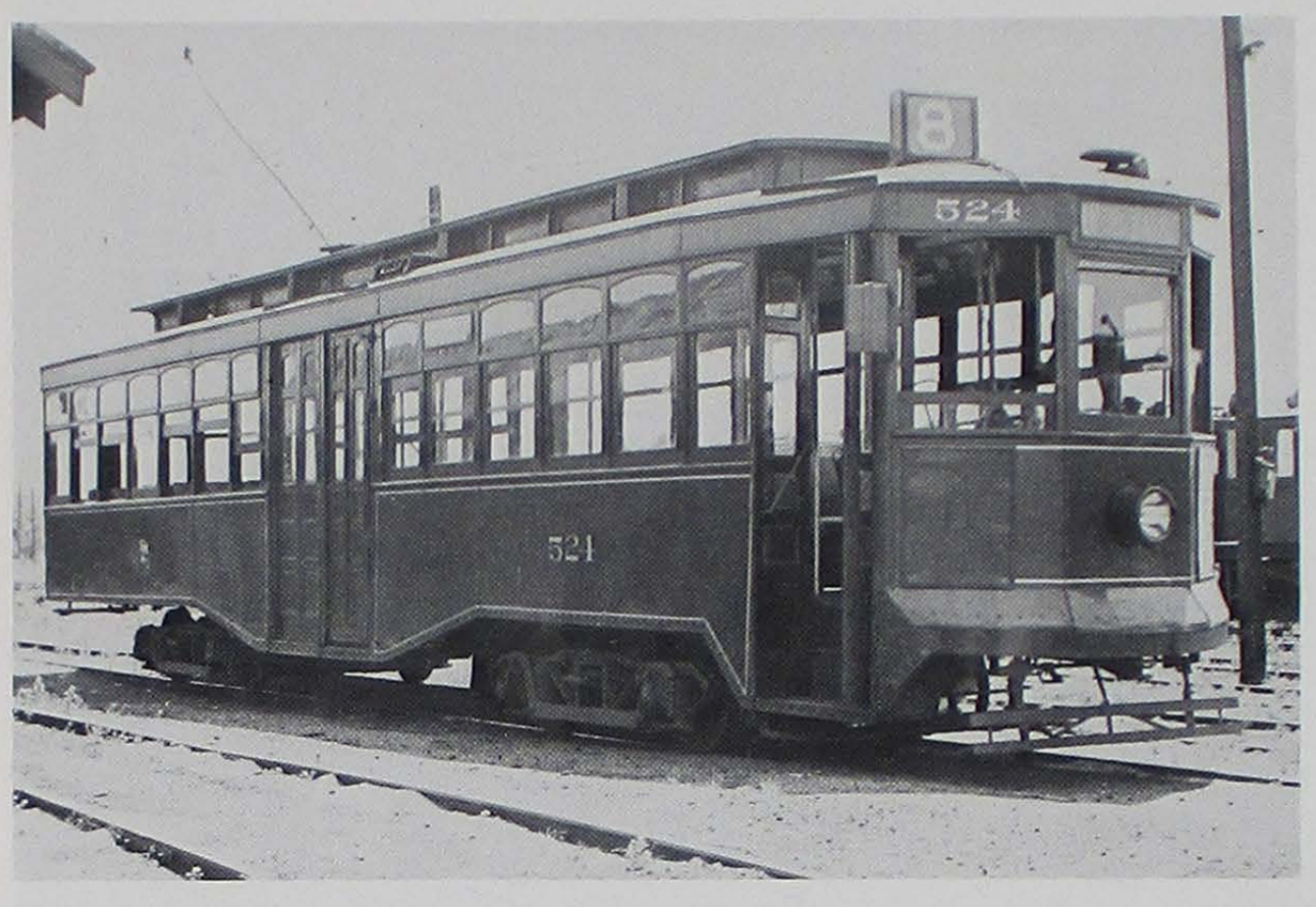


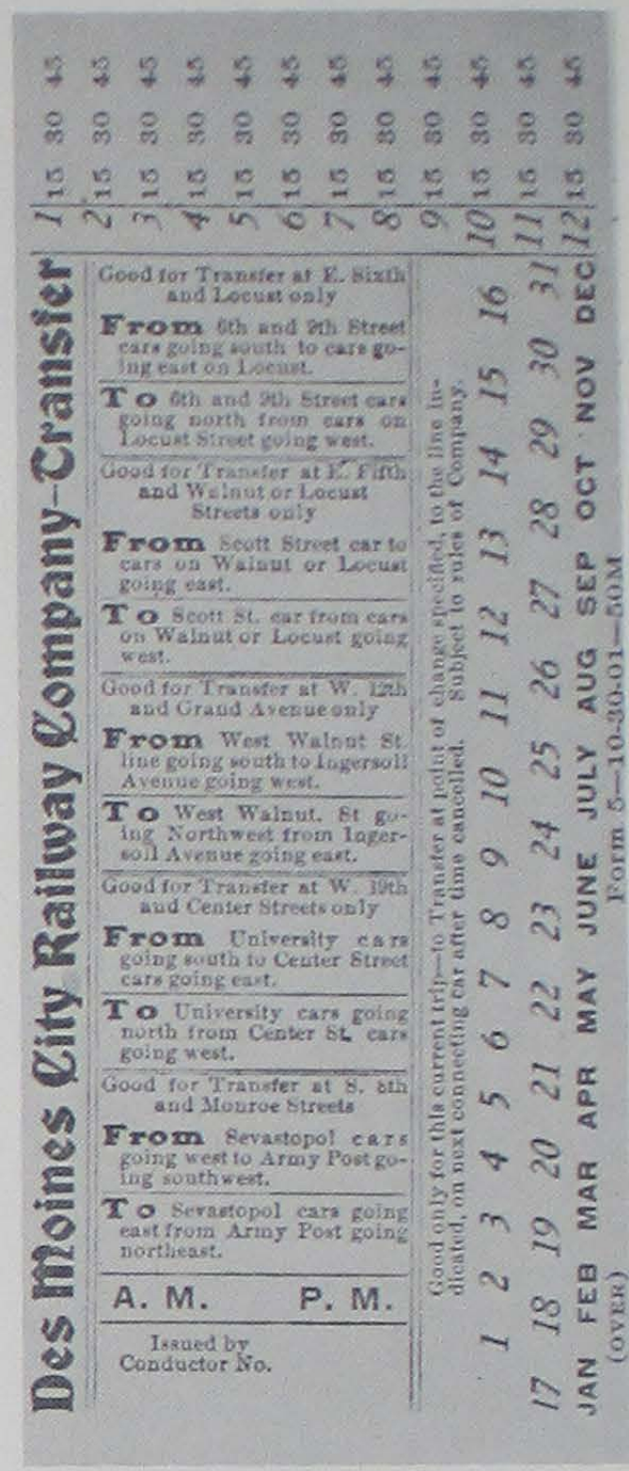
Cars 408 and 401 stopped in the yard behind the carbarn on May 7, 1945. Stephen D. Maguire collection. **The "blind" side of 412 is shown in this 1939 photo. Bottom: 405 is in the lineup at the West 24th Street carbarn on July 5, 1938.** Both photos Malcolm D. McCarter Collection.



207 is loading in a view that is looking north from 7th and Walnut in the 1920's. Frank E. Butts collection. **The 500 series were patterned after the car design used in Pittsburgh. These cars were retired early as they were too light for the track conditions. 515 has been removed from service.** Byron Bock photo from Myles A. Jarrow Collection. **En route to the Fair Grounds in May, 1948, 414 passes 20th and Carpenter Ave. A 700 series car is following.** Frank E. Butts photo.







Des Moines City Railway Company—Transfer

1 15 30 45 2 15 30 45 3 15 30 45 4 15 30 45 5 15 30 45 6 15 30 45 7 15 30 45 8 15 30 45 9 15 30 45 10 15 30 45 11 15 30 45 12 15 30 45

Good for Transfer at E. Sixth and Locust only

From 6th and 9th Street cars going south to cars going east on Locust.

To 6th and 9th Street cars going north from cars on Locust Street going west.

Good for Transfer at E. Fifth and Walnut or Locust Streets only

From Scott Street car to cars on Walnut or Locust going east.

To Scott St. car from cars on Walnut or Locust going west.

Good for Transfer at W. 12th and Grand Avenue only

From West Walnut St. line going south to Ingersoll Avenue going west.

To West Walnut. St going Northwest from Ingersoll Avenue going east.

Good for Transfer at W. 19th and Center Streets only

From University cars going south to Center Street cars going east.

To University cars going north from Center St. cars going west.

Good for Transfer at S. 8th and Monroe Streets

From Sevastopol cars going west to Army Post going southwest.

To Sevastopol cars going east from Army Post going northeast.

A. M. P. M.

Issued by Conductor No.

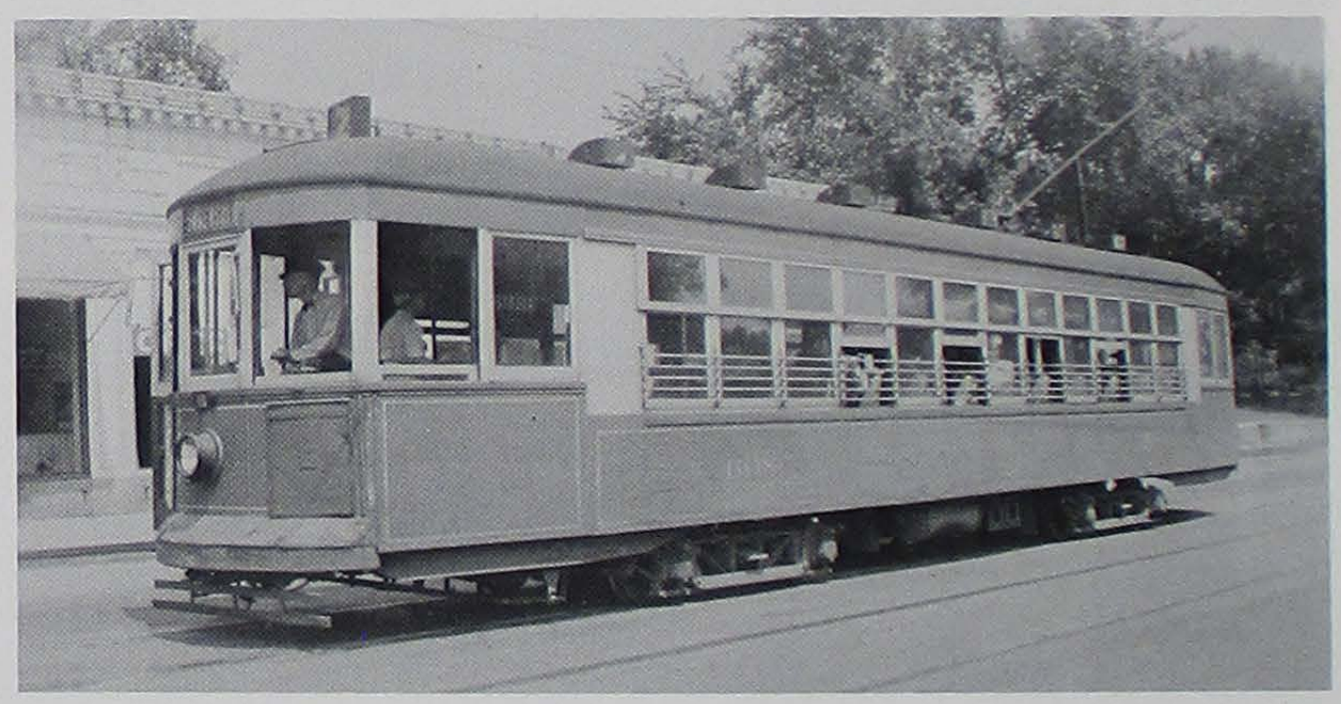
Good only for this current trip—to Transfer at point of change specified, to the line indicated, on next connecting car after time cancelled. Subject to rules of Company.

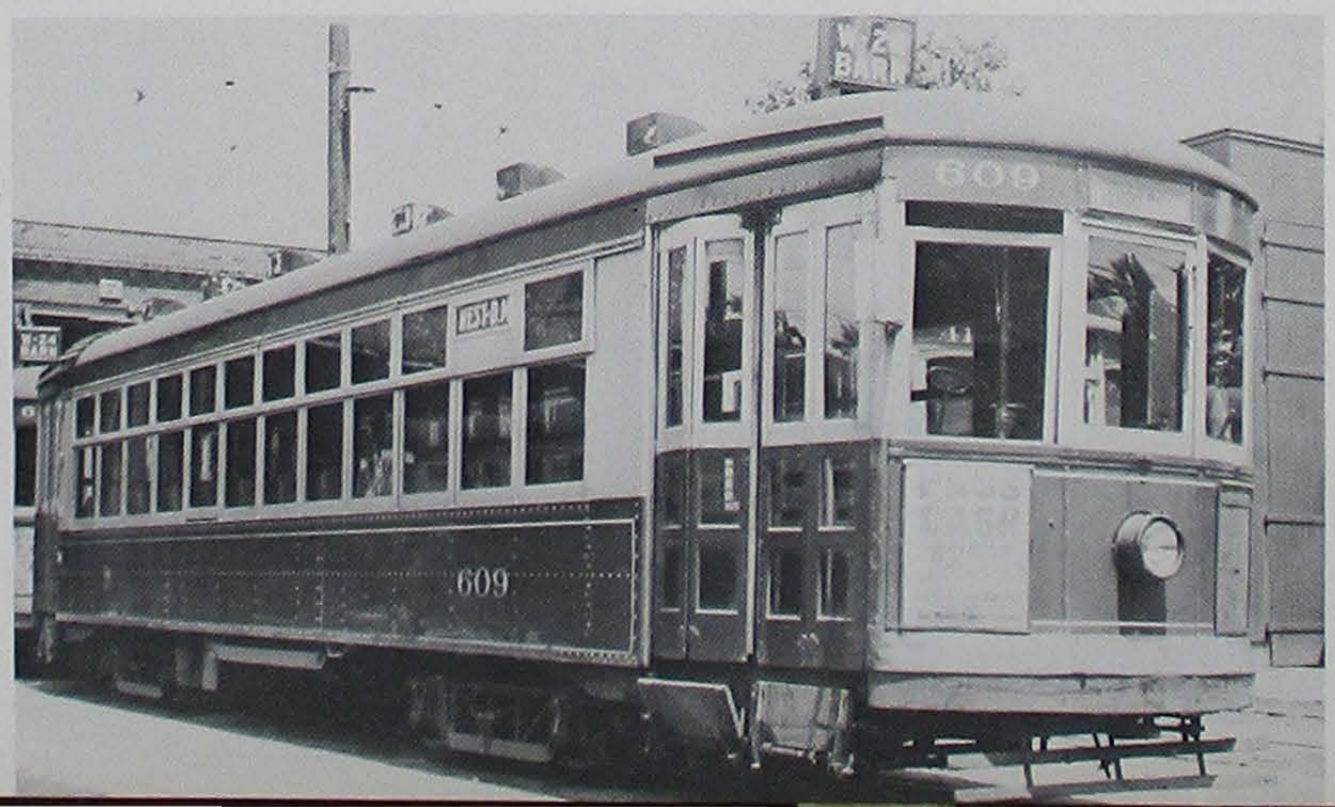
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

JAN FEB MAR APR MAY JUNE JULY AUG SEP OCT NOV DEC

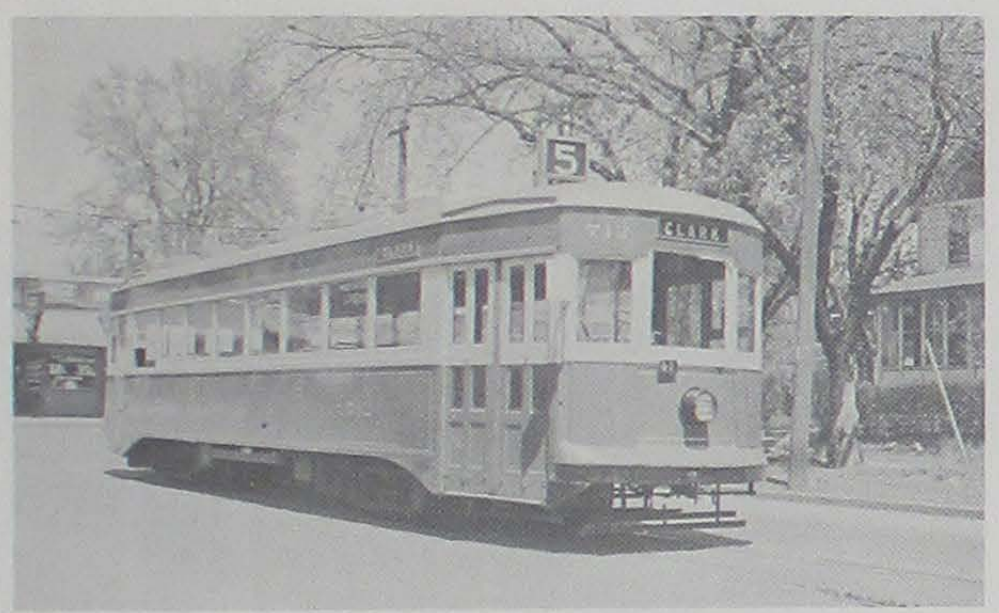
(OVER) Form 5—10-30-01—50M

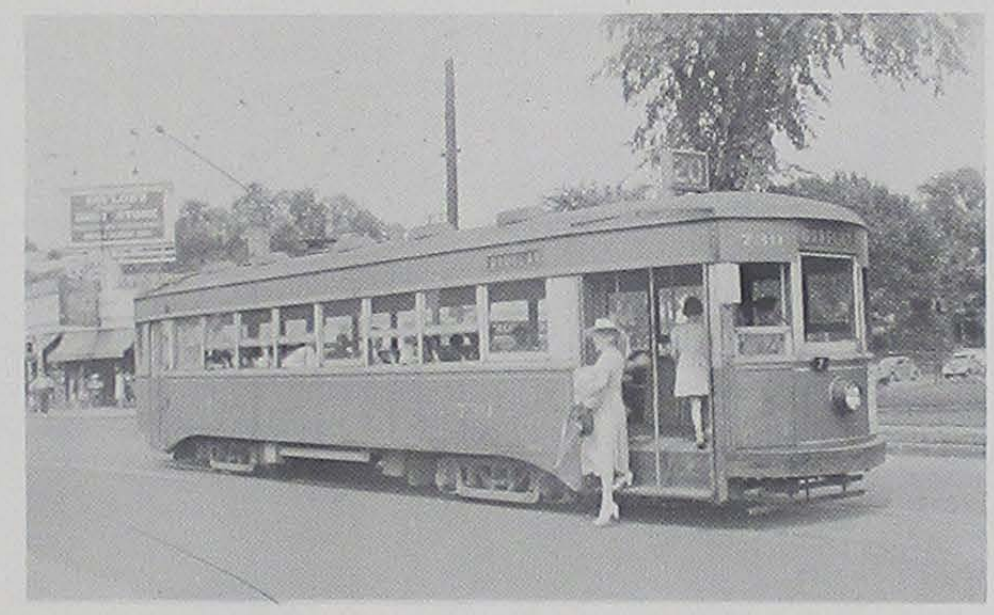
When delivered in 1916 the 500s were numbered 325-365. Car 356 is shown in its original condition at the carbarn. Robert J. Levis Collection. **A 1922 report details trouble with broken truck side frames and axles resulting in excessive maintenance costs. Meanwhile motor armatures were burning out frequently. Bearings and armature leads continally broke. Shortly after this report the trucks were completely rebuilt and the motors replaced. 524 is at the carbarn in 1938.** Malcolm D. McCarter Collection.

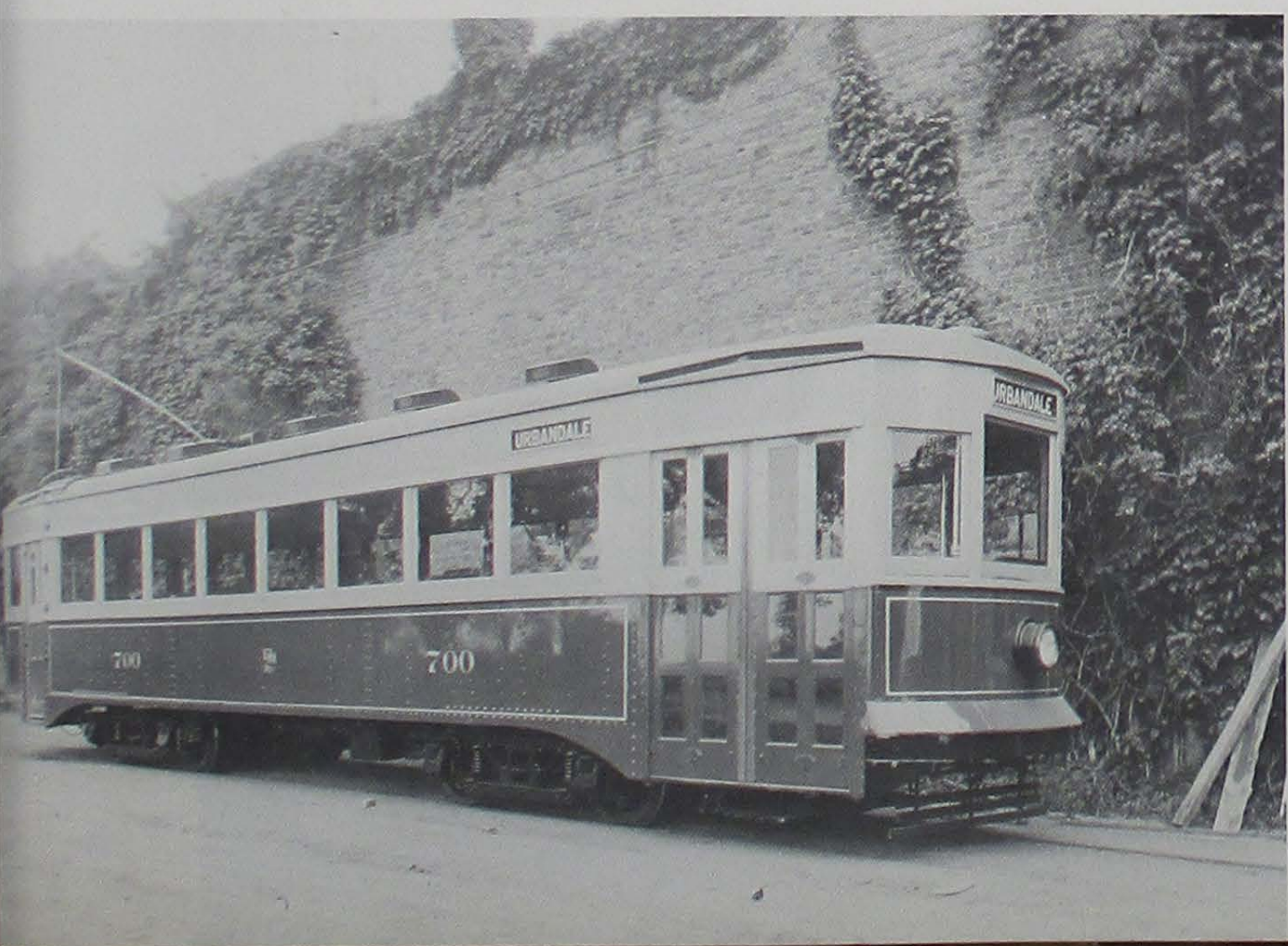




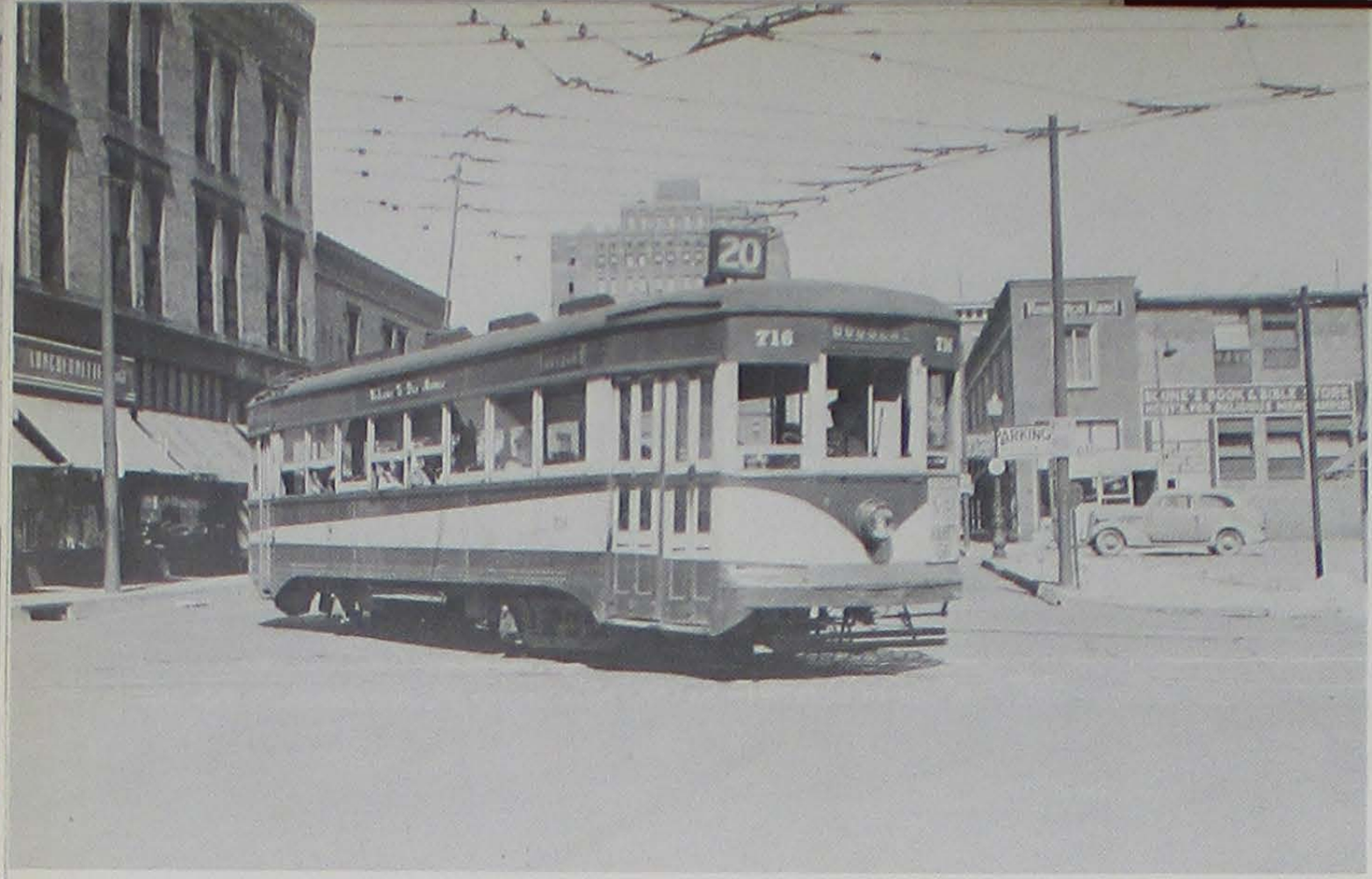
As a result of the problems with the 500s the company desired a heavier car. The company ordered cars weighing 38,000 pounds due to stronger trucks and heavier motors. Incremental power cost was 5c per pound per year. Car 608 is in service in August, 1940. Ed Frank photo. **Left: On June 16, 1940, 609 has returned to the carbarn after a run to West Des Moines.** Malcolm D. McCarter Collection.

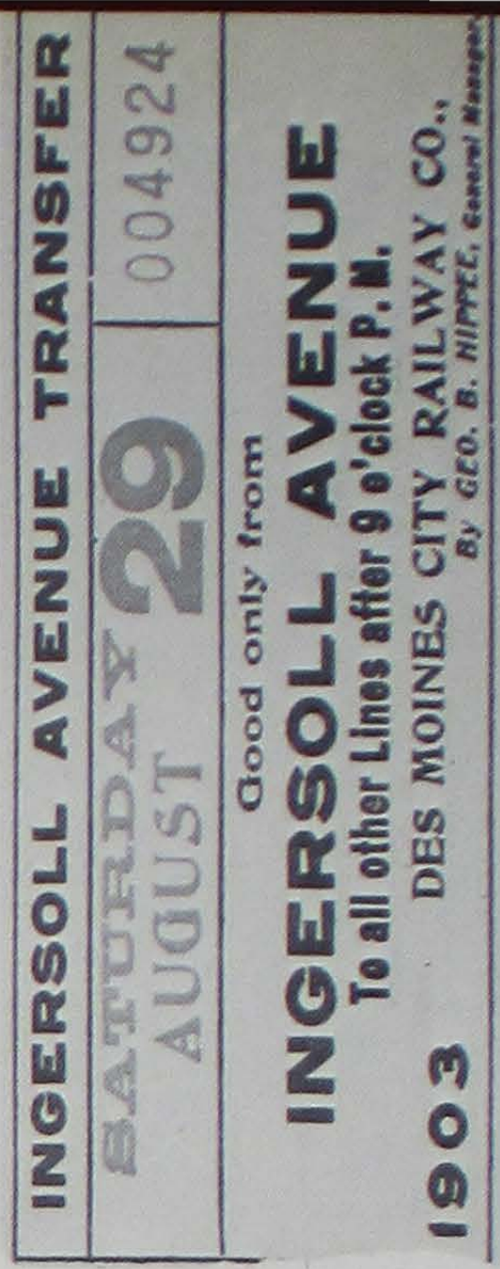


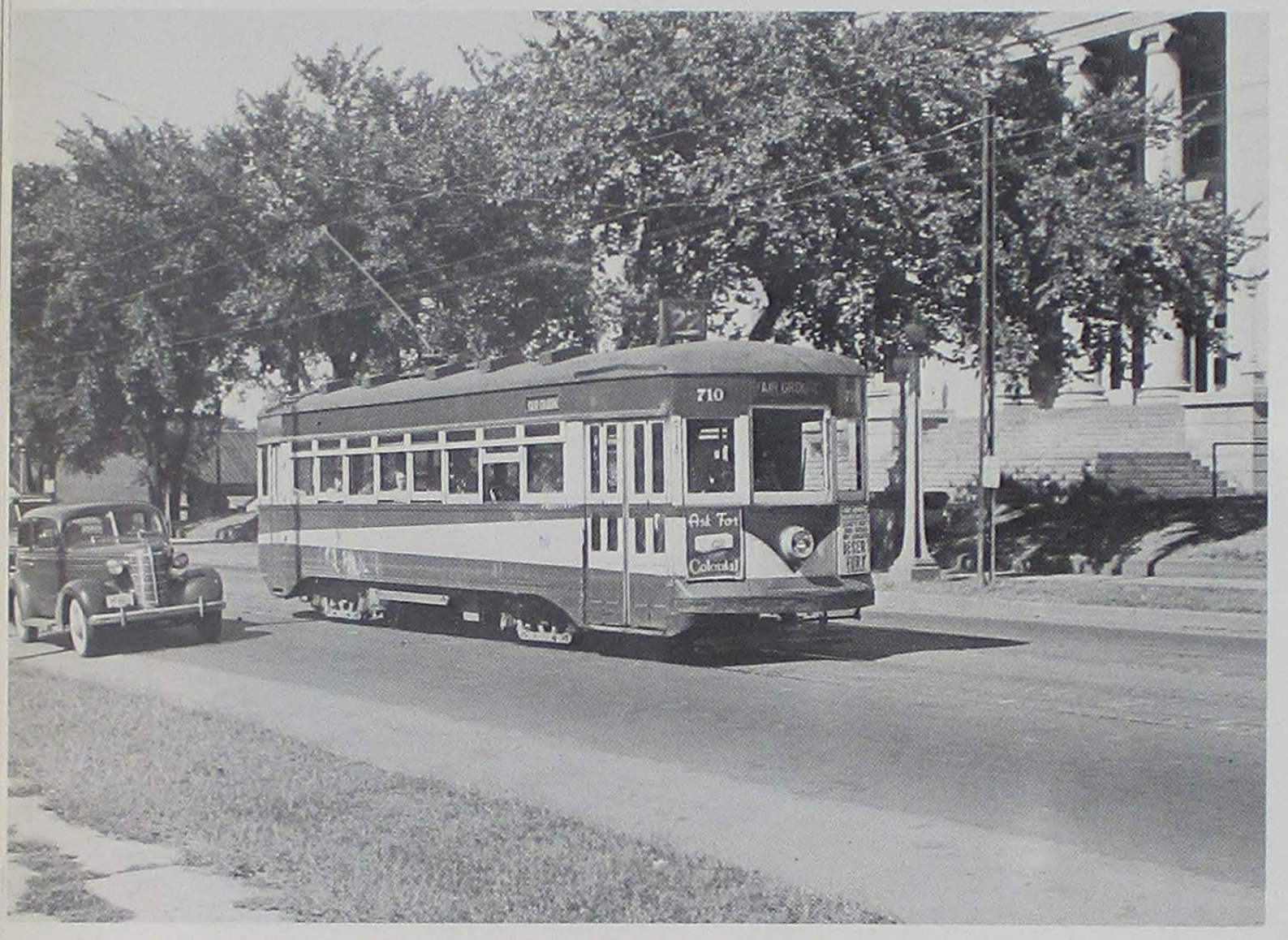




Top: Car 604 is in service on the East 14th Street line at 2nd and Grand on September 6, 1941. Robert Gibson photo. **Center left: The last group of cars ordered were the 700s. Delivered in 1930, these cars served until the end of streetcar service. Car 712 was photographed on May 9, 1937.** Robert V. Mehlenbeck photo. **In August 1940 car 739 was serving the Douglas line.** Ed Frank photo. **Left: In 1930 car 700 had just been received from the carbuilder. Before placing the car in service the proud owners posed the car alongside Ingersoll Shops.** Ronald D. Sims Collection.

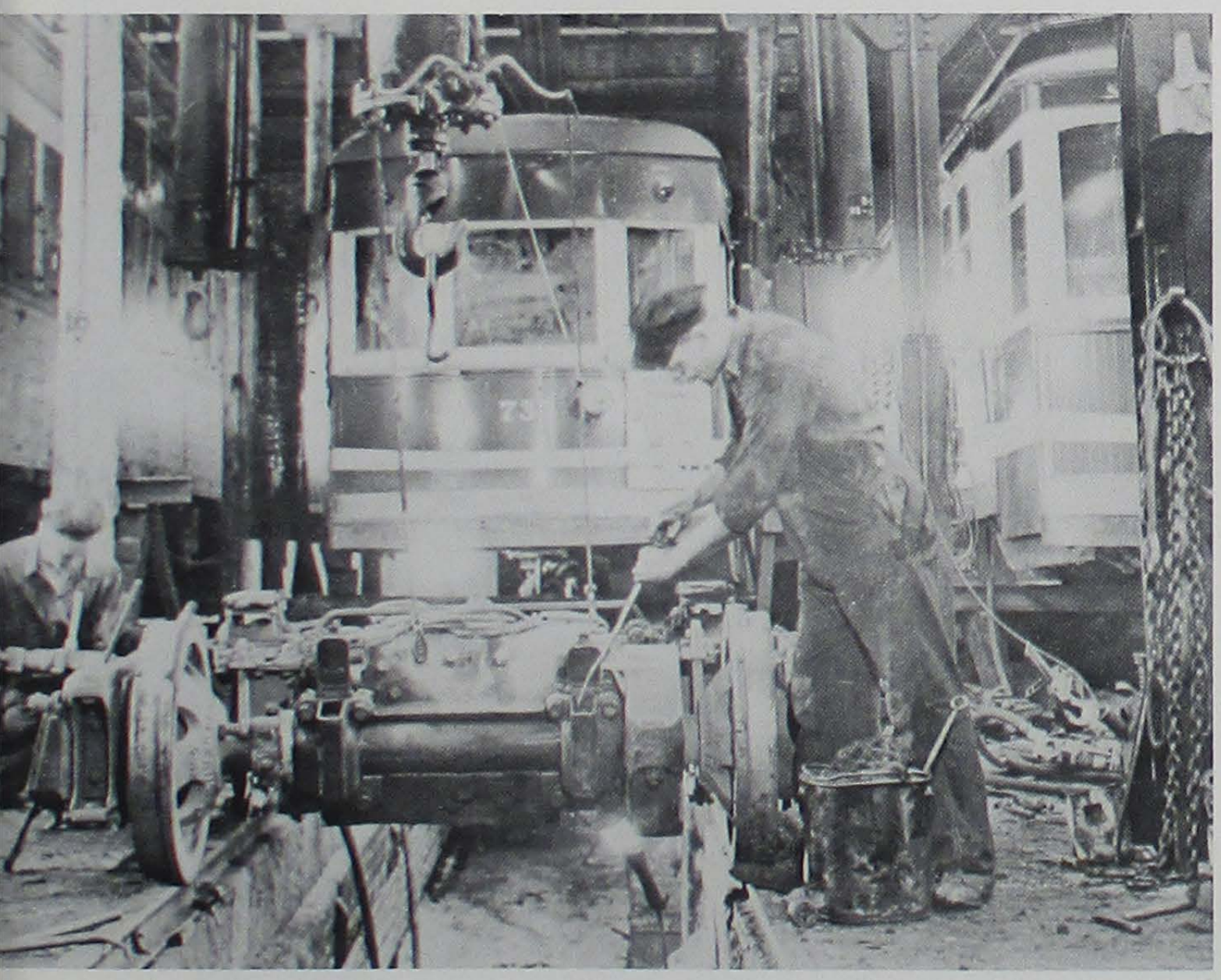


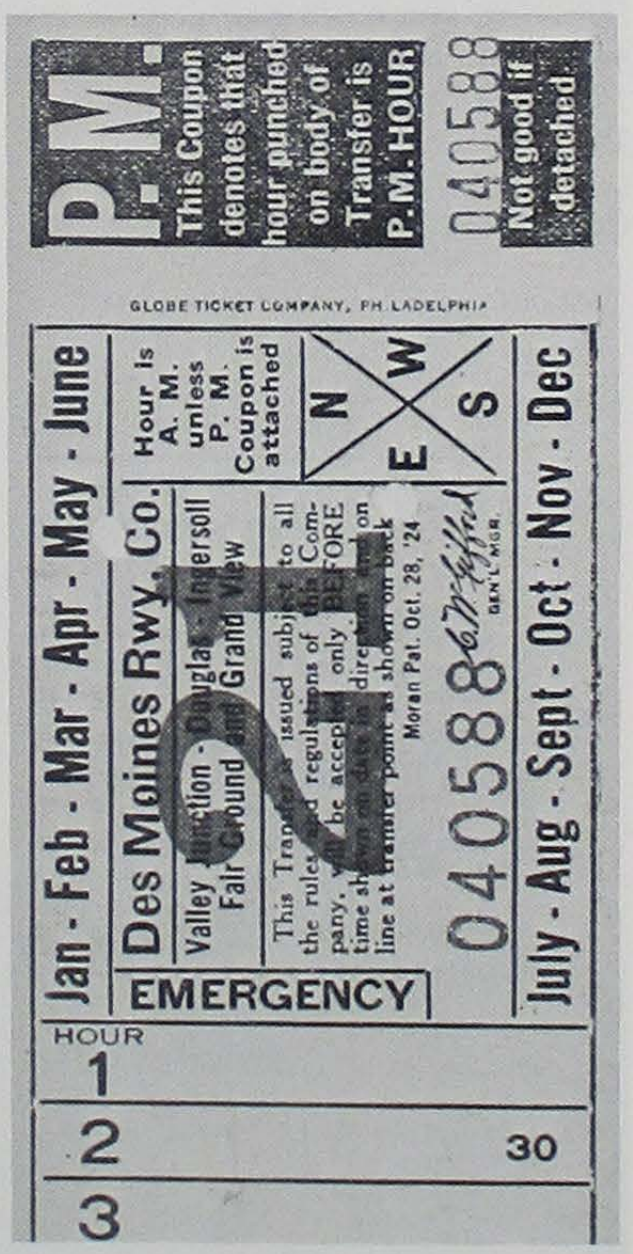


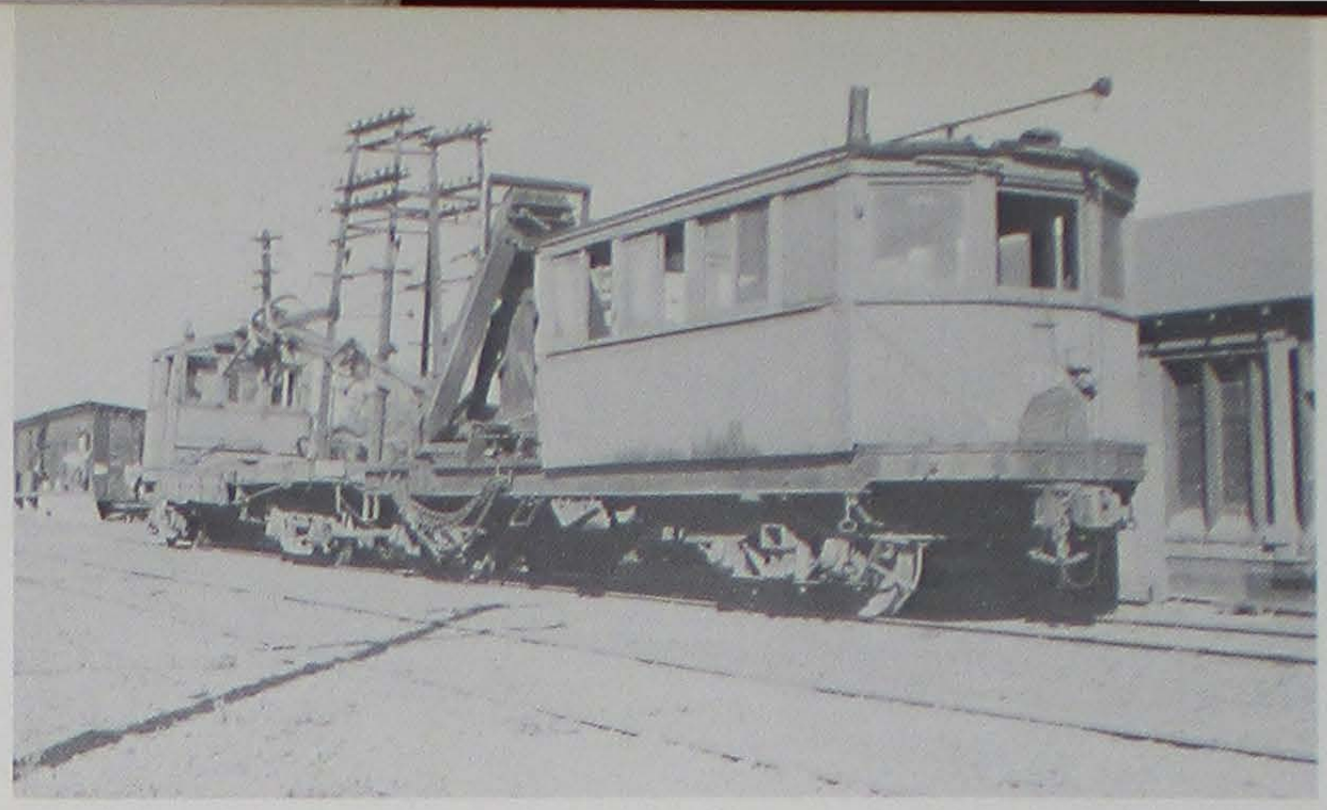


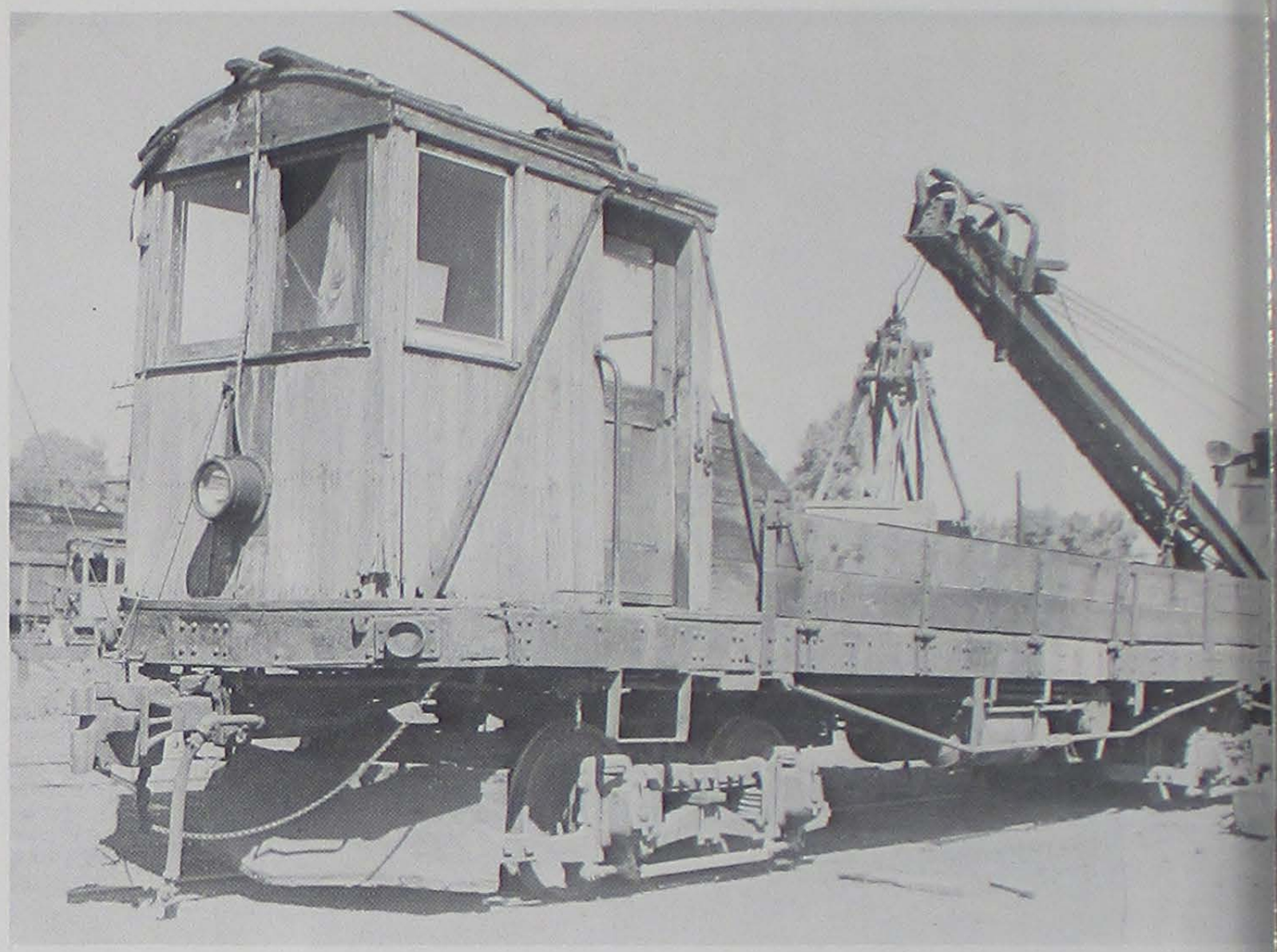
The company ordered 30 cars but added 10 cars to the order when 10 cars were cancelled from the 200 series. Top: 716 is leaving the downtown area on September 1, 1947. Malcolm D. McCarter Collection. **In the same month 710 is en route to the Fair Grounds on September 21, 1947.** William C. Janssen photo. **The Urbandale line was a suburban service. It included private right-of-way and some grade separations. On July 31, 1948, 739 is en route to Urbandale.** Malcolm D. McCarter Collection.

Later on the same day, 739 has turned at Urbandale and is returning to Des Moines. Malcolm D. McCarter Collection. **Back in a more common environment for a streetcar 705 is in service in May, 1948.** Frank E. Butts photo. **The shops at 4th and Maple Streets served both the streetcar and interurban operations. 735 is between a DM&CI 1712 and DM Ry 411 on December 8, 1943.** Des Moines Register & Tribune photo from Ronald D. Sims.

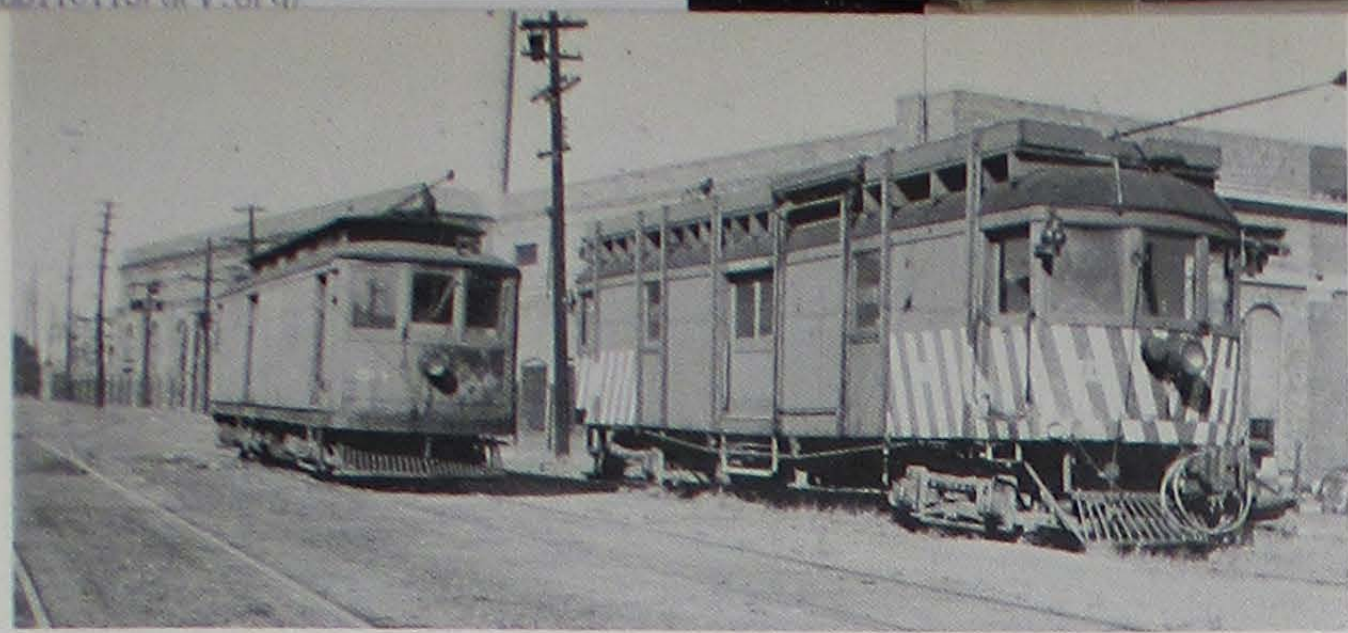




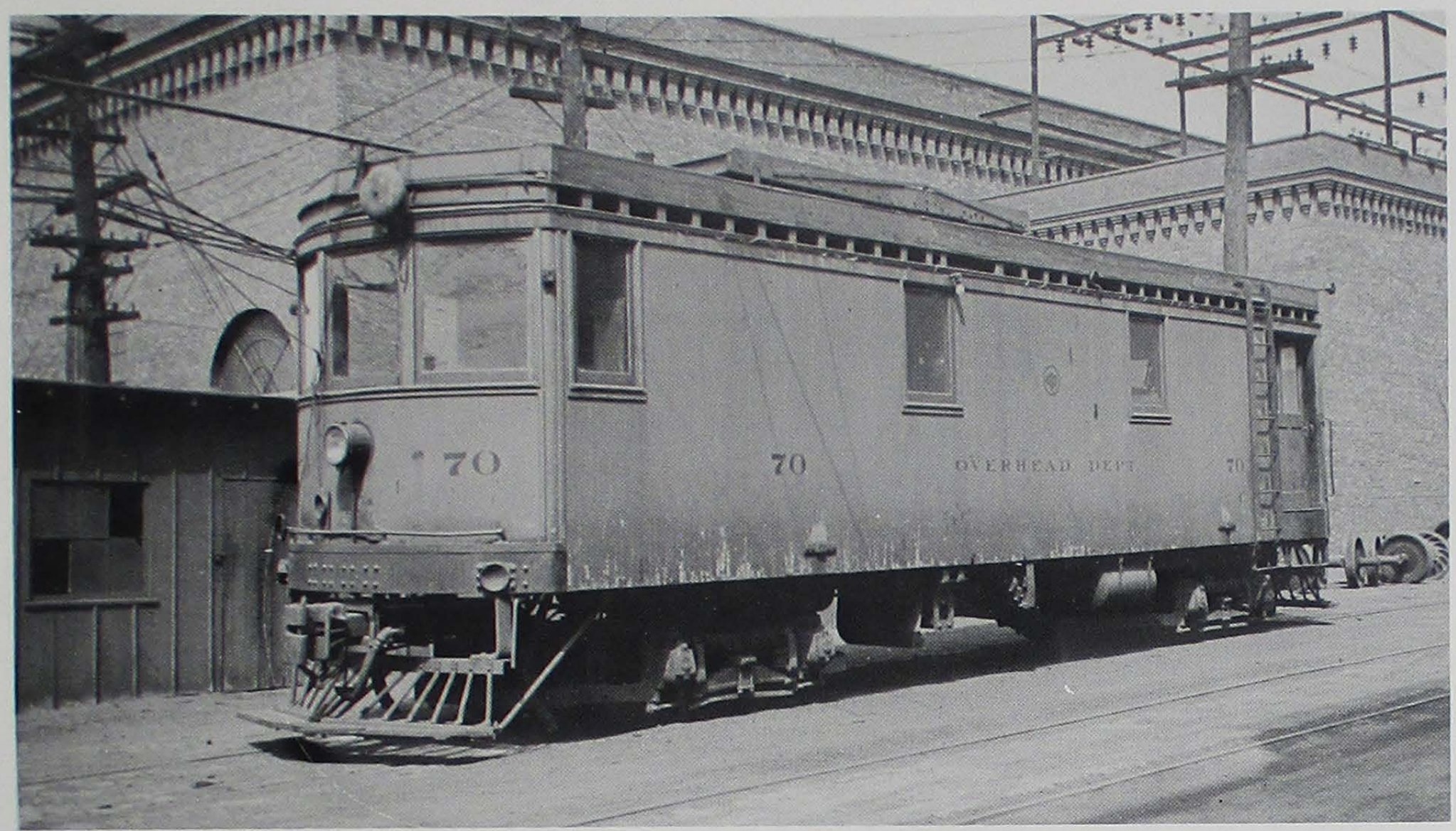


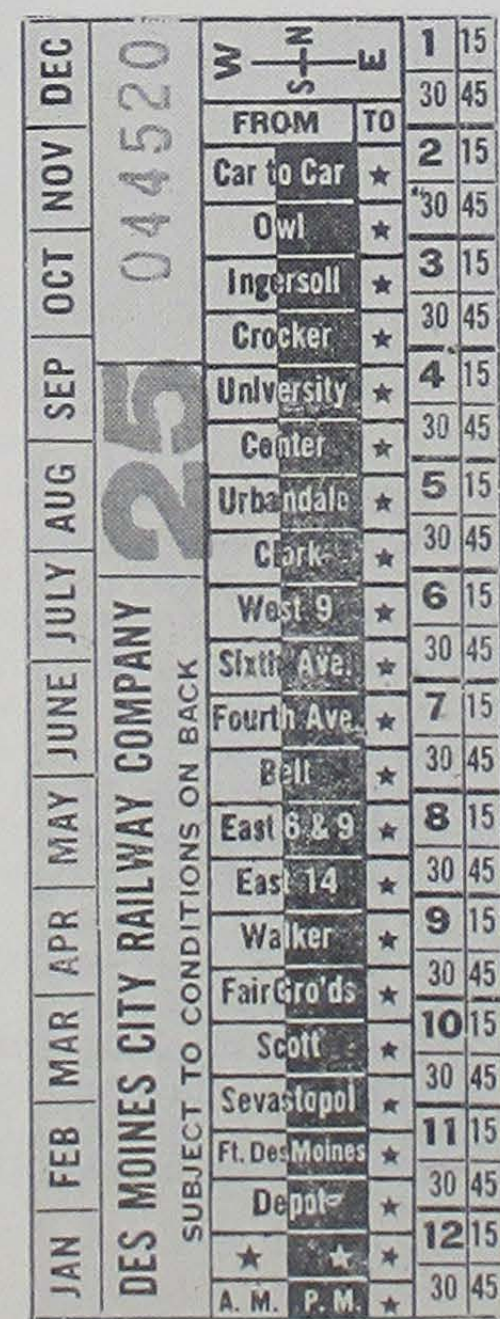


Work equipment can be the most interesting part of the roster. 59 and 60 are a crane and boom car. Charles D. Kring photo. **62 had seen many years of service by September, 1947. 64 and 65 were the two Differential dump cars on the roster.** Both photos Malcolm D. McCarter Collection.

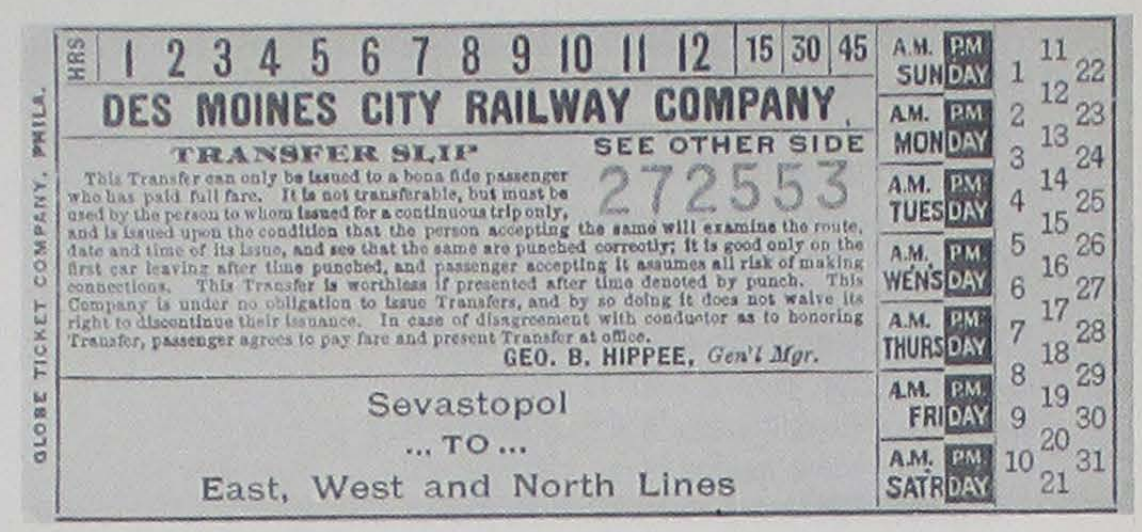


Line car 50 was used for local lines and 71 for the DM&CI. Charles D. Kring photo. **Center: 70 also served the streetcar lines.** James D. Shuman photo. **Bottom: On January 26, 1941 work motor 52 plows snow.** Stephen D. Maguire Collection.

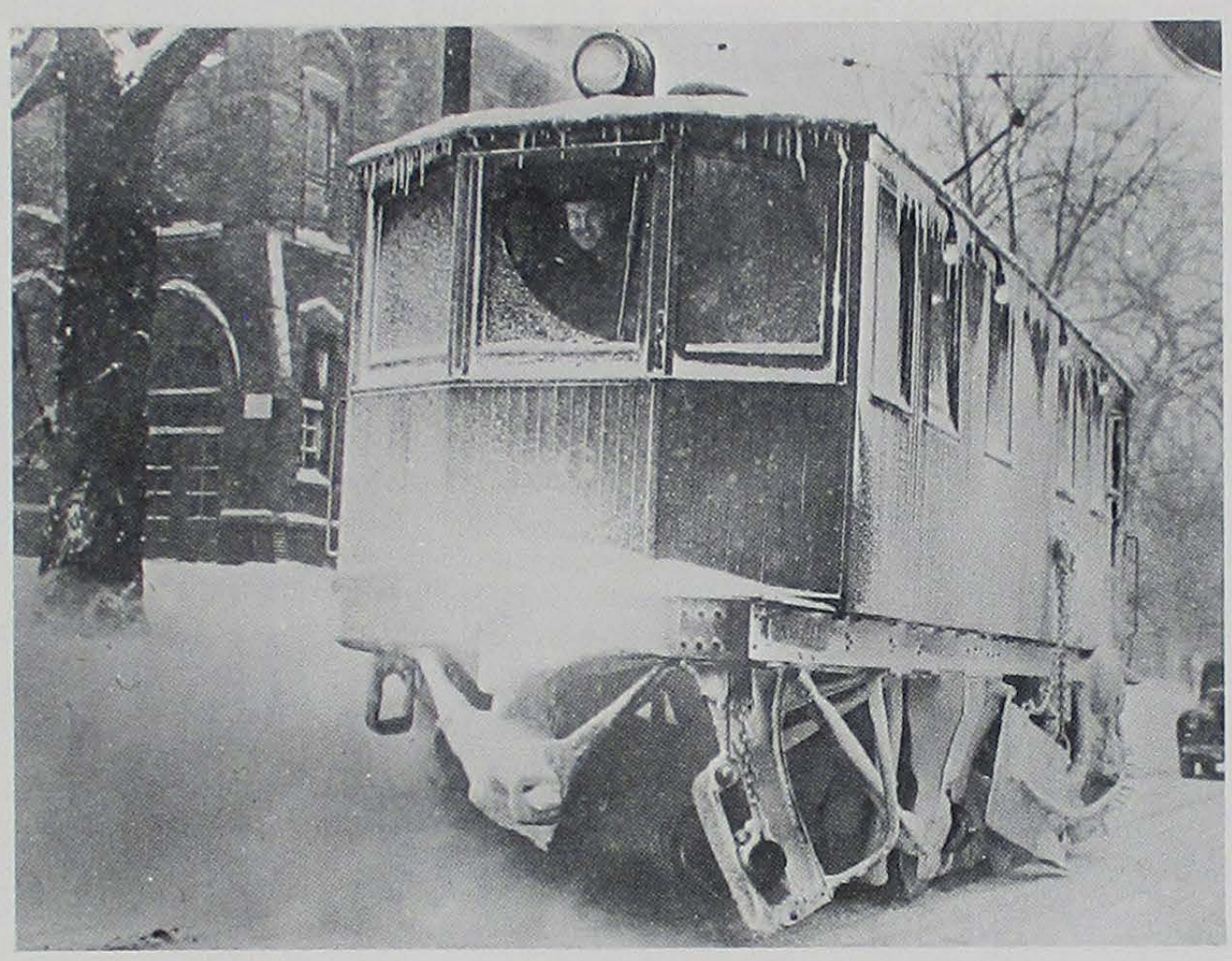




Center: Our series of snow pictures continues with work motor 73 clearing tracks in the vicinity of the Shops. Stephen D. Maguire Collection. **Top: Originally a DM&CI suburban car, 52 was rebuilt as a work motor/snow plow for the streetcar lines. Bottom: Several streetcars were converted to plows when sweeper brushes could not be purchased during World War II. On February 10, 1944, 321 is clearing the way for a 700 series car en route to Urbandale along west 9th Street.** Both photos Des Moines Register & Tribune from Ronald D. Sims.



The classical vehicle for snow removal was the sweeper. Their rotating brooms would clean the rails by throwing the snow to the side. A sweeper in action was a sight to behold. These pictures bring back memories of winter in the cities. Sweeper 82 is cleaning the Crocker line on January 19, 1931. Most sweepers were built by McGuire-Cummings and were of standard design as compared to the variety of sizes and shapes that other work equipment was found in. The contentment of being inside a cozy warm sweeper on a cold winter's day is evident in the faces of the crew on Sweeper 86. 86 was at 17th & Crocker on December 16, 1940. Both photos taken by the Des Moines Register & Tribune from Ronald D. Sims.



DES MOINES & CENTRAL IOWA RAILWAY

Originally incorporated as the Inter-Urban Railway, the line later known as the Des Moines & Central Iowa Railway was throughout its electric railway life tied in with the Des Moines city street railway system. Its owners at the time of incorporation, April 21, 1898, were also owners of stock in the city property. The initial issue of stock for Inter-Urban was $50,000 to be used to build a line from the end of the Ingersoll car line at Greenwood Park to Valley Junction, later called West Des Moines.

This three-mile line was, after completion, turned over to the Des Moines City Railway for operation. Inter-Urban next built a line south to the army post at Fort Des Moines. This line was also operated as an extension of a city car line.

The first true interurban construction was started in the spring of 1902 in the direction of Colfax, 26 miles east of Des Moines. The promoters were probably attracted by possible business generated by persons visiting the mineral spring, sanitariums and hospitals.

Fourteen miles of line between Des Moines and Altoona were placed in service in September. Colfax was reached in February 1903. The interurban connected with the Douglas car line at a point called Klondike Junction. A line on private right-of-way was built across the north side of Des Moines for freight service. This was later used for passenger trains also, to save time lost operating on city streets.

The original schedule to Colfax called for an hourly headway, though how such frequency could be justified is a mystery. The three principal villages served boasted a total population of 3,149. Even by including the population (rural) located within three miles of

the line, the potential ridership had to be drawn from a population of 313 per mile.

An article in the *Street Railway Journal* at the time tried to suggest that the rural population had a much higher ridership potential than town population. It also argued that the farms in Iowa, being larger than those in states farther east like Indiana, did have fewer people—but that the greater prosperity of the farms would make for more ridership.

Talk of that sort was promotional and not borne out by the facts. The hourly headway to Colfax disappeared quite early and passenger train frequencies never justified the erection of overhead.

Inter-Urban had plans for going north to Eldora, south to Indianola, southwest to Winterset and northwest to Audubon. All those lines reached into areas already well served by steam roads and at least as rural as that tributary to the Colfax line.

The only part of these plans to materialize was what became the Beaver Valley Division which ran northwest ultimately reaching Perry, Iowa. Construction started in 1905. Service to Granger started in February 1906, to Woodward in June 1906 and Perry in November 1906. This marked the final extension of the road.

The company was able to secure concurrences from the Chicago Great Western, which used the Colfax branch to reach into territory formerly considered to "belong" exclusively to the Rock Island. Along the Colfax line, freight houses and stock loading pens were provided at stations as needed. Freight from the Beaver Valley Division also went to the Chicago Great Western. Other steam lines granted concurrences to meet the competition of the CGW.

As suggested, the territory never supported a frequent passenger service. Nine trips daily was the standard on both divisions for many years.

The situation on the Beaver Valley Division changed with World War I. Camp Dodge, on that line, meant hundreds of riders starting in 1917. Passenger runs were made as frequently as cars could be unloaded and turned around. To augment I-U's own equipment, two cars were purchased from the Gary & Interurban. In addition, the I-U locomotive was kept busy hauling troop trains between main line connections and the camp. This business fell off rapidly and disappeared after the Armistice.

The road went into receivership and was reorganized in 1922 as the Des Moines & Central Iowa Railway. The reorganization didn't help much as the development of highways and use of automobiles took traffic away. By the 1930's service on the Colfax Division was down to three daily trips. There was little money for maintenance and the equipment was quite dilapidated. In the interest of economy, many runs were operated as mixed trains with the interurbans pulling freight trailers or box cars.

The owners weren't quite ready to give up, and in 1939, three steel interurbans were purchased from the recently abandoned Lake Shore Electric Railway in Ohio. After complete rehabilitation in the Des Moines Railway shops, they went into service replacing the original units which were junked.

In 1941 permission was secured to end passenger service on the Colfax and Woodward lines. The last Colfax trip was made on August 2, the last trip between Moran and Woodward on the next day.

With the entry into World War II, Camp Dodge was reactivated. Cars were run between Des Moines and the camp as often as possible. In 1943 two wooden cars, surplus on the Crandic, were leased by the DM&CI to help handle the servicemen. These cars remained on the line until 1945.

With the disappearance of wartime traffic financial problems appeared and the Colfax line was entirely abandoned in July 1946, the Woodward branch following in August. The company went into bankruptcy in November 1946. Meanwhile, the owners of the city system were looking for a buyer (and bus substitution) and the ties to the interurban were obviously to be cut.

In May 1949, Murray Salzberg, New York scrap dealer and owner of small railroads, bought the DM&CI. The name was changed to the DM&CI Railroad and electric passenger service ended with the last trip between Des Moines and Perry on September 28.

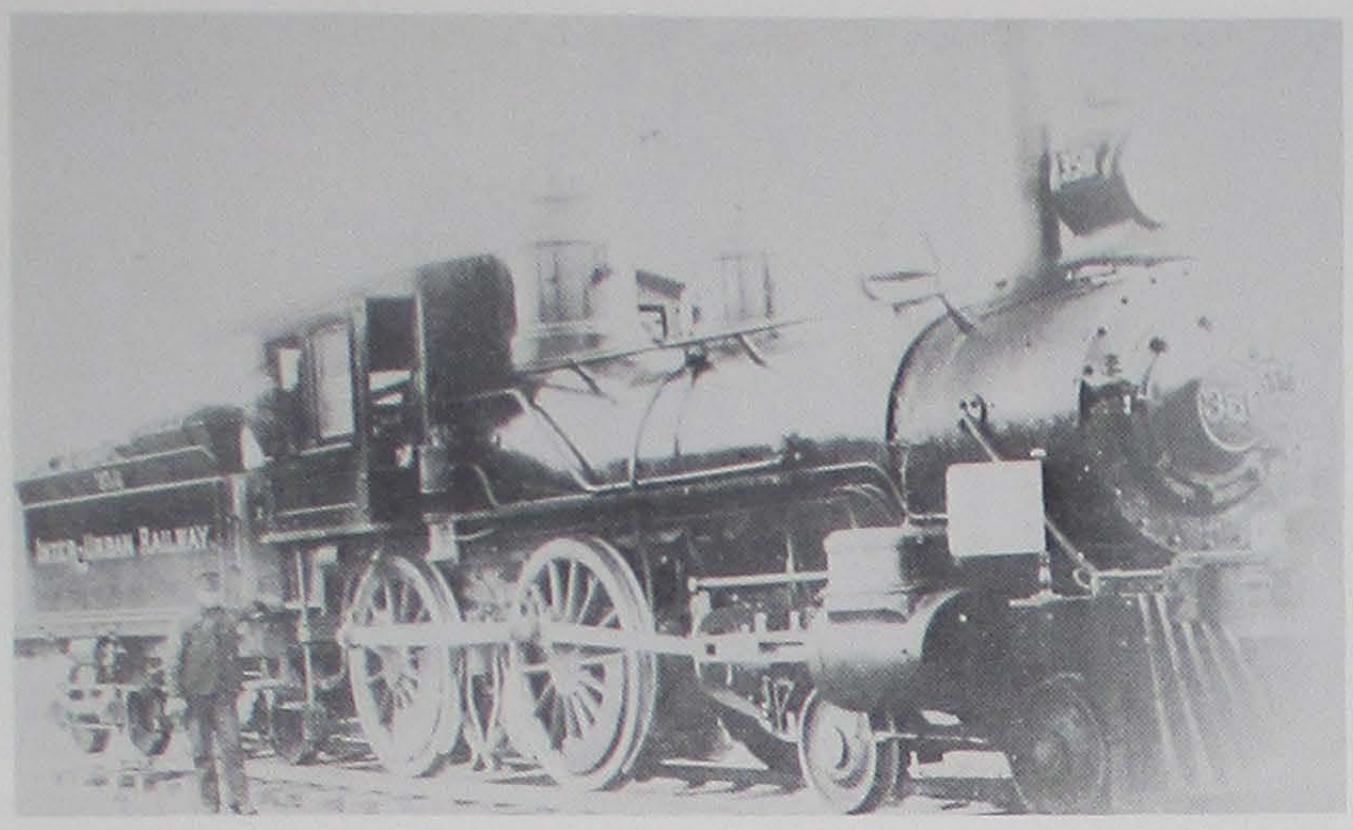
As soon as possible after the end of passenger service, diesels were brought in and the electric equipment and all extra passing tracks were scrapped. The shop was completely rebuilt to handle diesels. Rail was relaid and the road was hopeful of a career as a freight line.

It became necessary to abandon the line between Granger and Perry in 1953. The rails were left in place for another five years while the remaining lines were reballasted with gravel supplied by a company pit located between Moran and Perry. Rails were pulled up in 1958 after this work was completed.

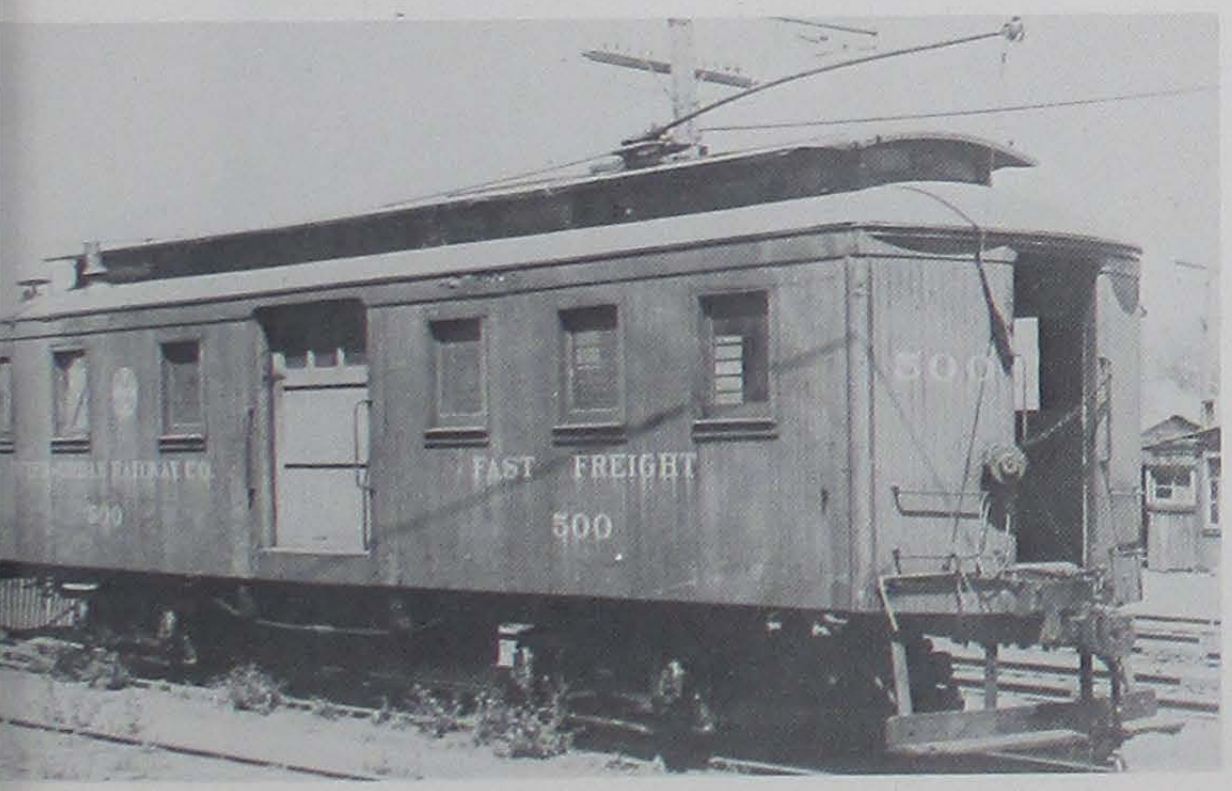
Most freight business came from the seven miles of line remaining from the Colfax Division between Des Moines and Highland Transfer. Here are located the major shippers and also are the connections with four of the five main line railroads.

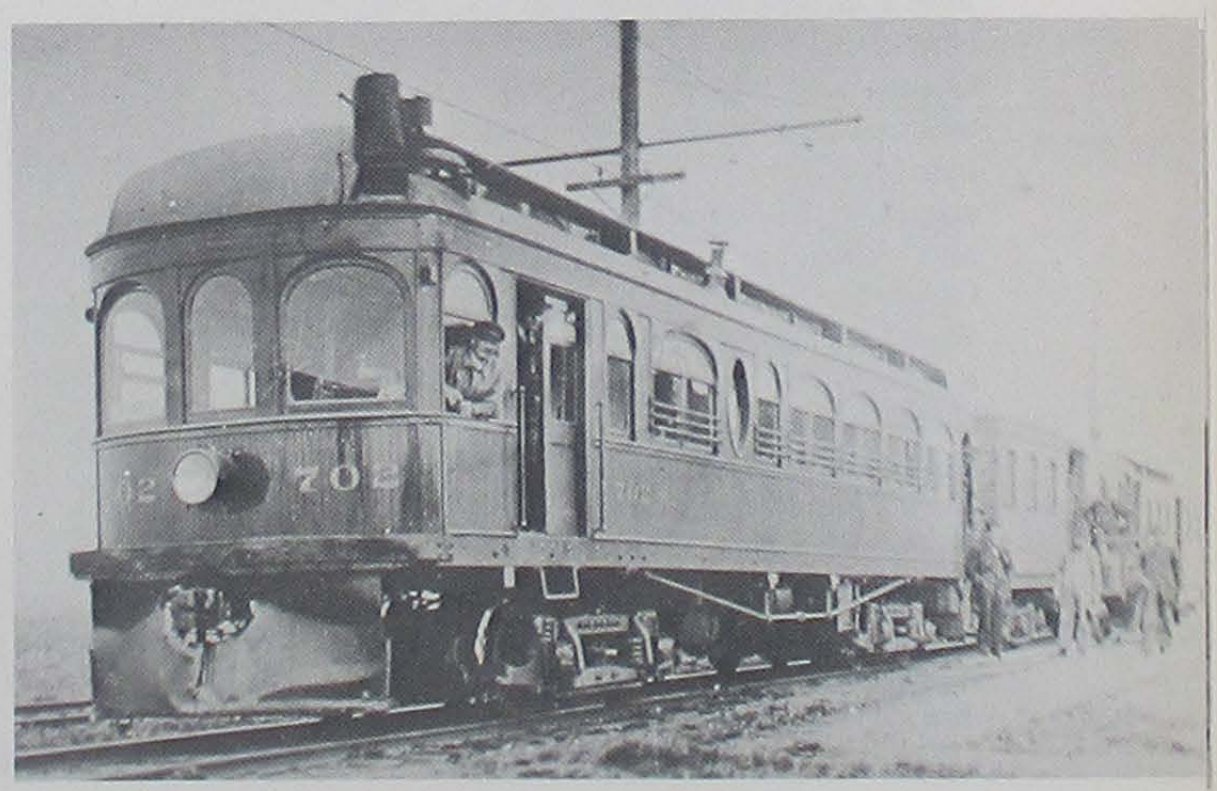
During 1961, the company lost a mile and a half of track, its shops and several major shippers in the River Hills urban renewal project which took property south of University Avenue. Offices were combined with those of the Fort Dodge, Des Moines & Southern at Boone. New shops were built at Highland Transfer.

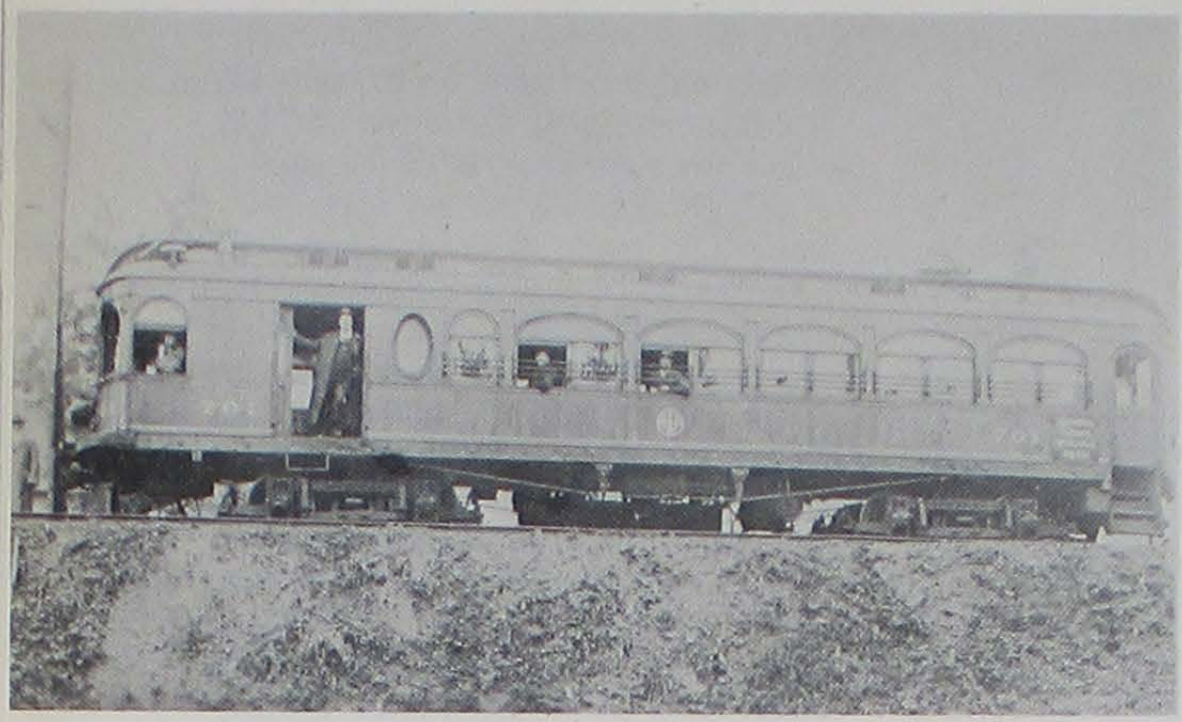
In 1969, Salzberg disposed of his Iowa properties to the Chicago and North Western Railway. In 1974, the DM&CI retains its corporate identity but has been substantially integrated into the Chicago and North Western system.

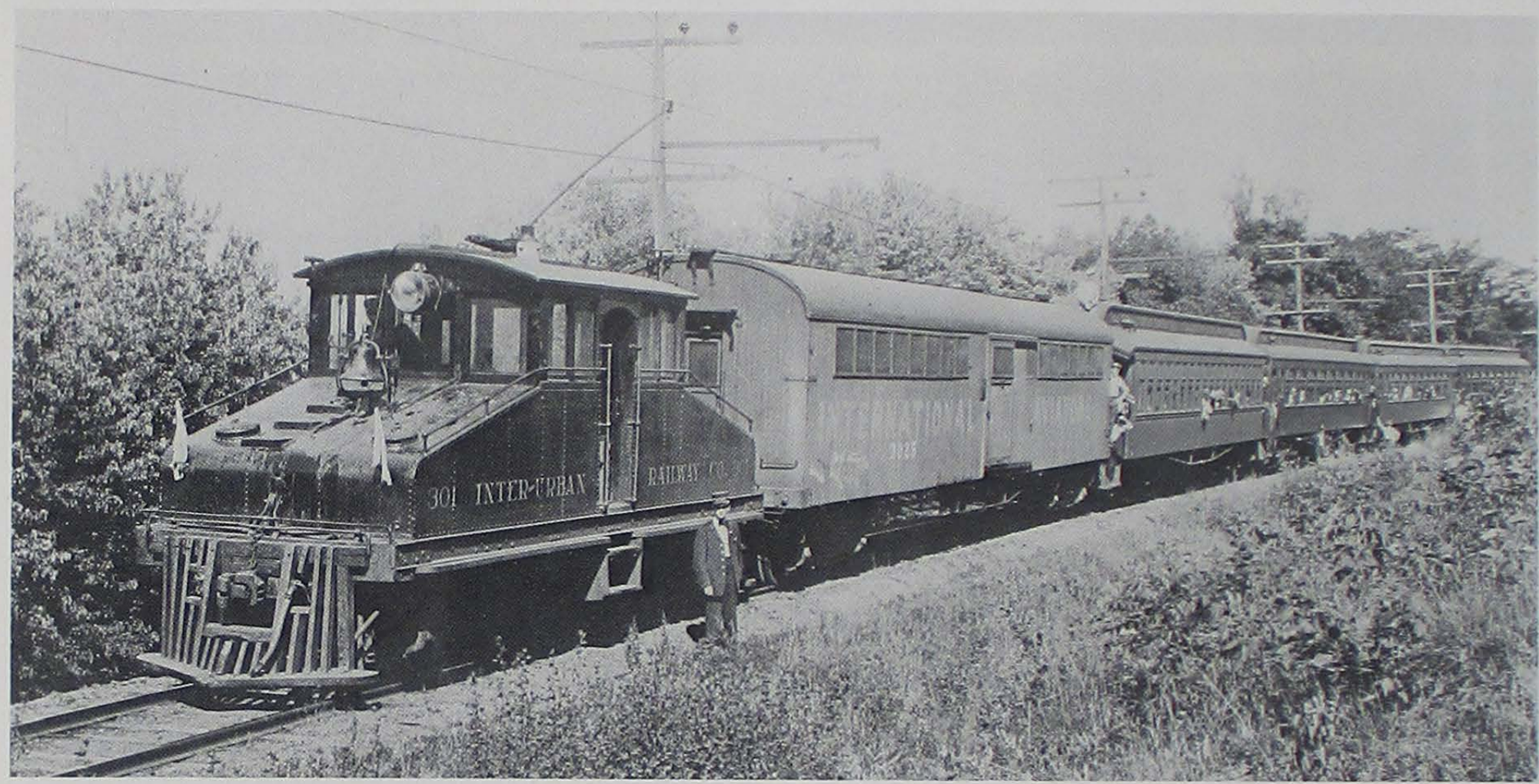


Steam engines were used early in the line's history. This view of 350 dates from the turn of the century. R.D. Kimmel Collection from Robert J. Levis. **Center: Little is known about locomotive 1, "The Jim Brenton," other than it was retired or rebuilt early in the company's history.** Stephen D. Maguire Collection. **Bottom left: Built by the company shops in 1902 I-U 500 was the original express motor. This picture dates to the World War I era.** Robert J. Levis Collection. **Bottom right: Express trailers were hauled by passenger cars. It appears that 702 has cars 502 and 501 in tow.** Ed Frank Collection.

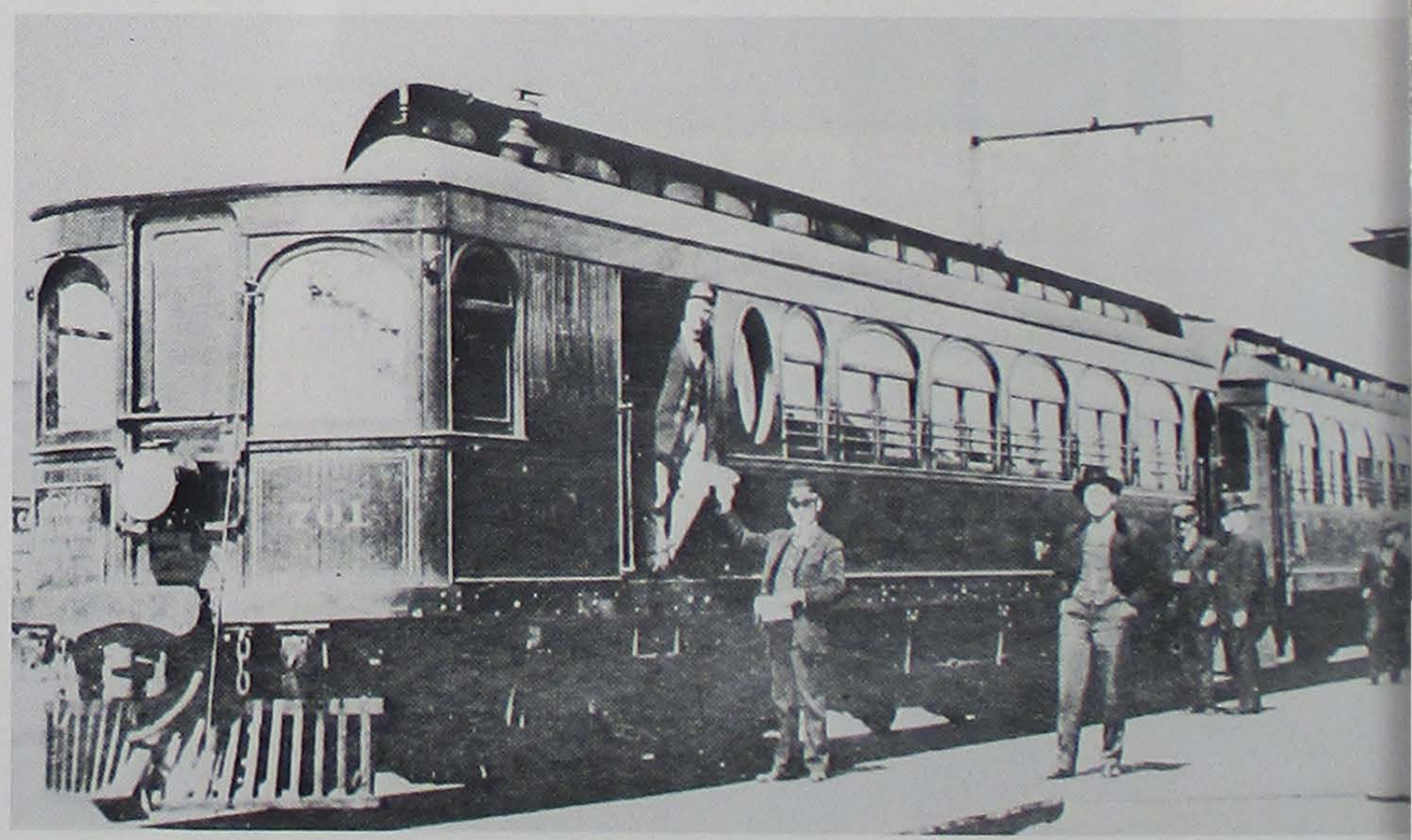


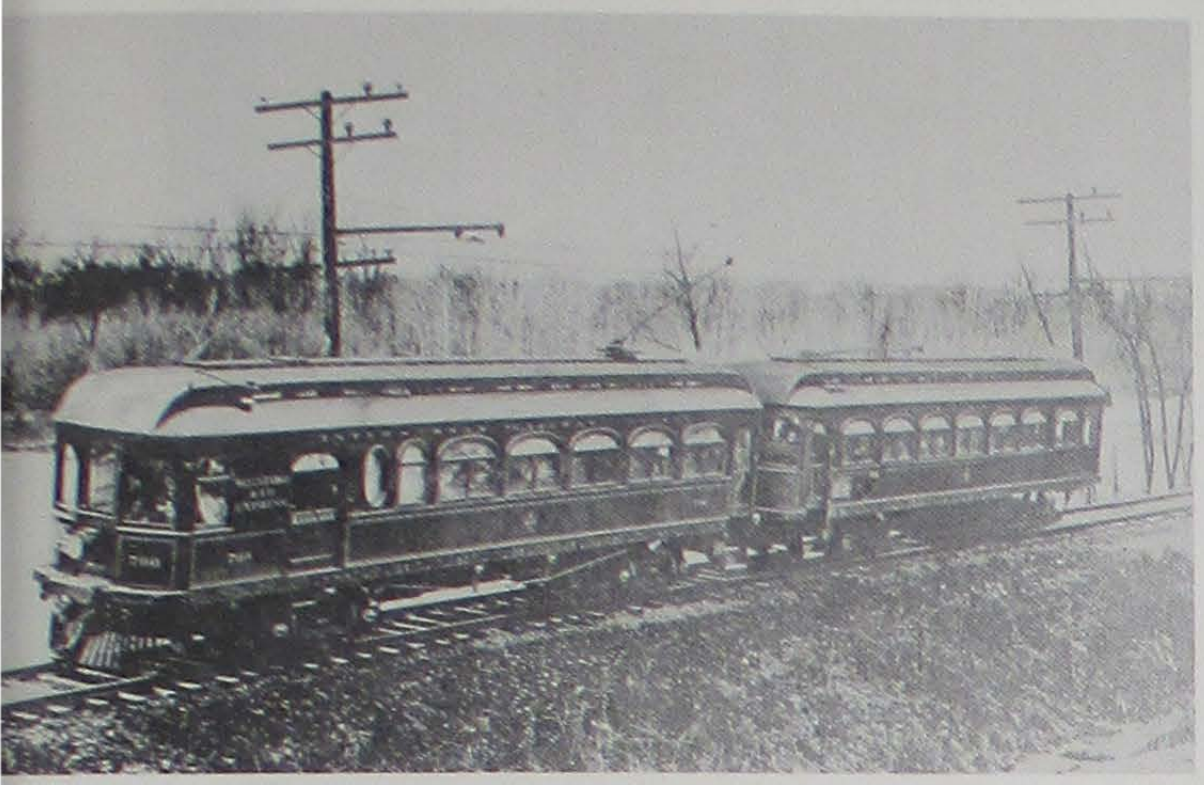


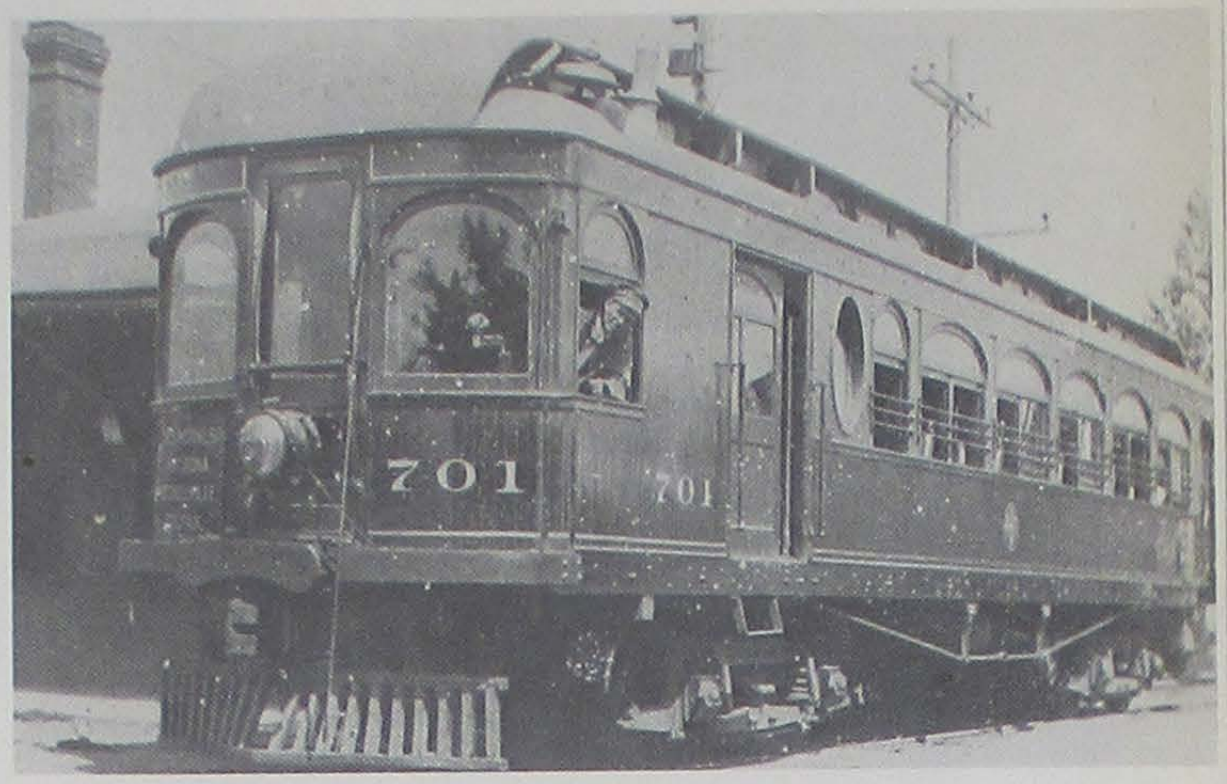


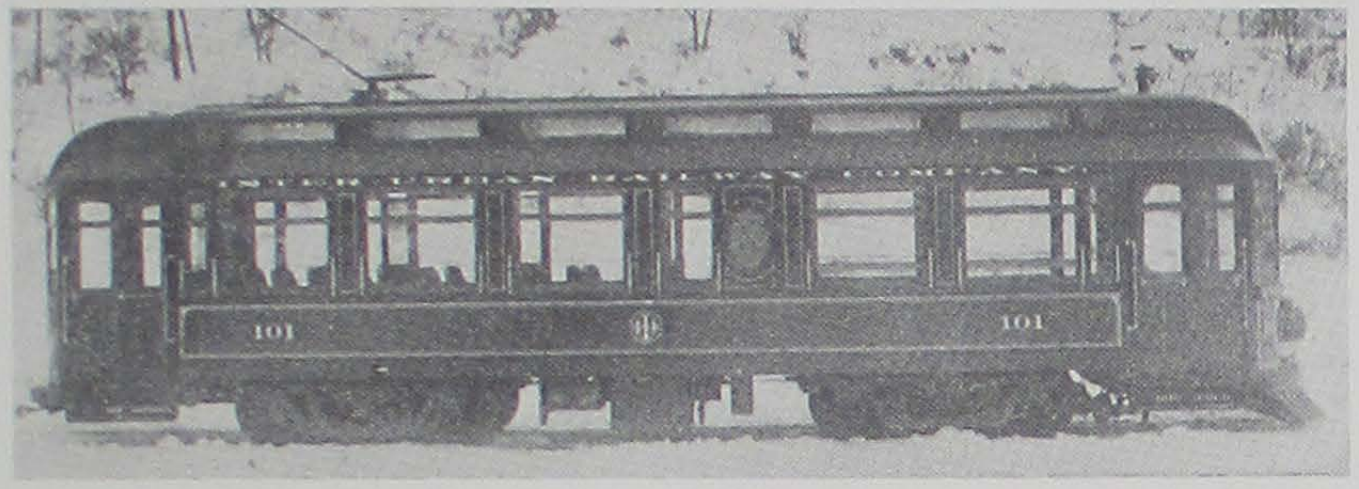


Top left: The original passenger cars were built by American in the traditional arch window style. This photo of 701 predates 1917 as the car is still "single-ended". Ed Frank Collection. **Top right: One of the original gas powered track cars is in front of line car 10 during construction of the Perry line in 1905 and 1906.** Stephen D. Maguire Collection. **Center: During World War I anything available was pressed into service. 301 is hauling coaches leased from the Wabash, Milwaukee and North Western.** James Konas Collection from George Krambles. **Right: 701 and 706 pose while in service.** Barney Neuburger Collection from George Krambles. **Adjacent page: Car 700 leaves downtown Des Moines in 1910.** Library of Congress Collection.



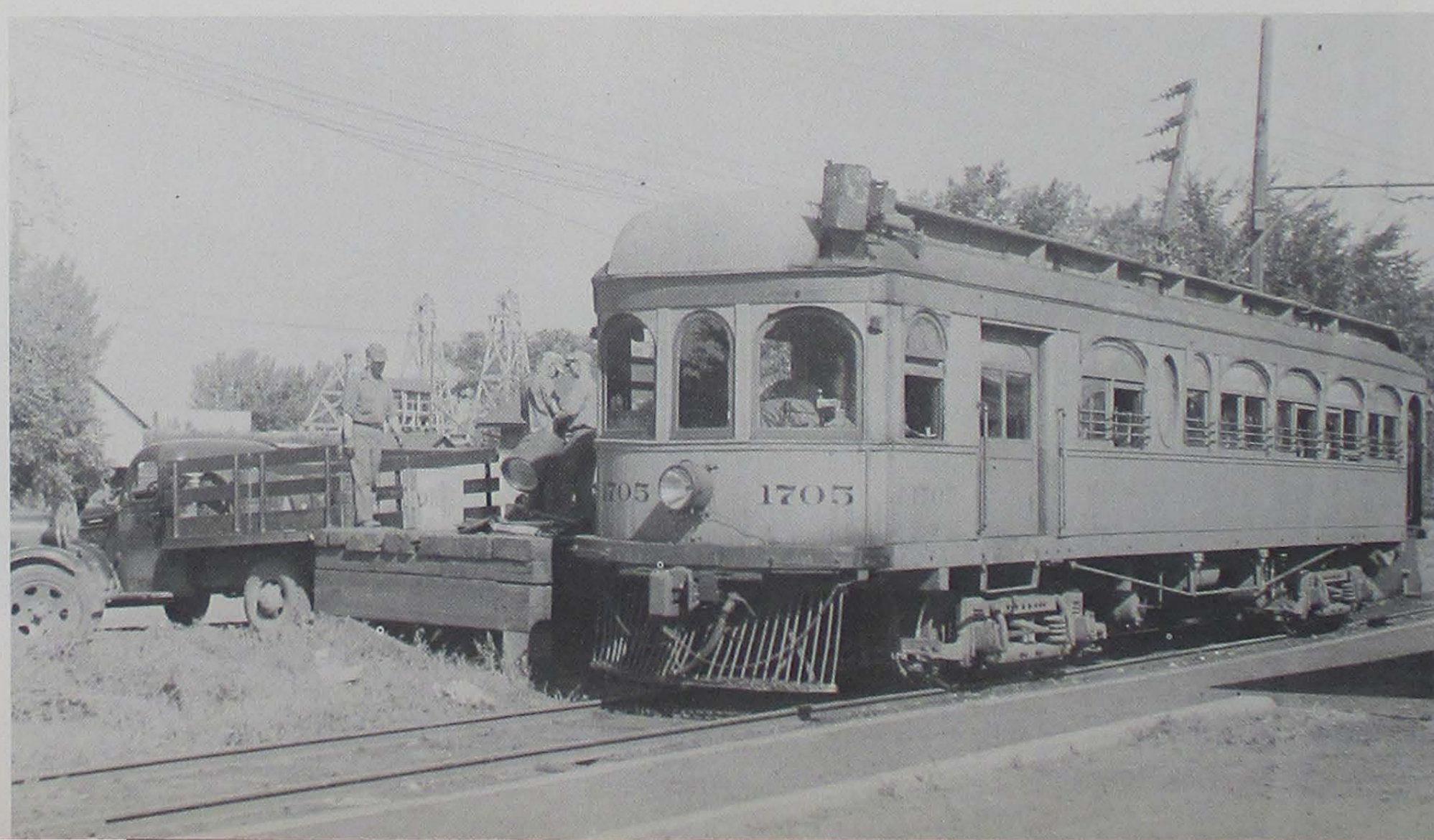


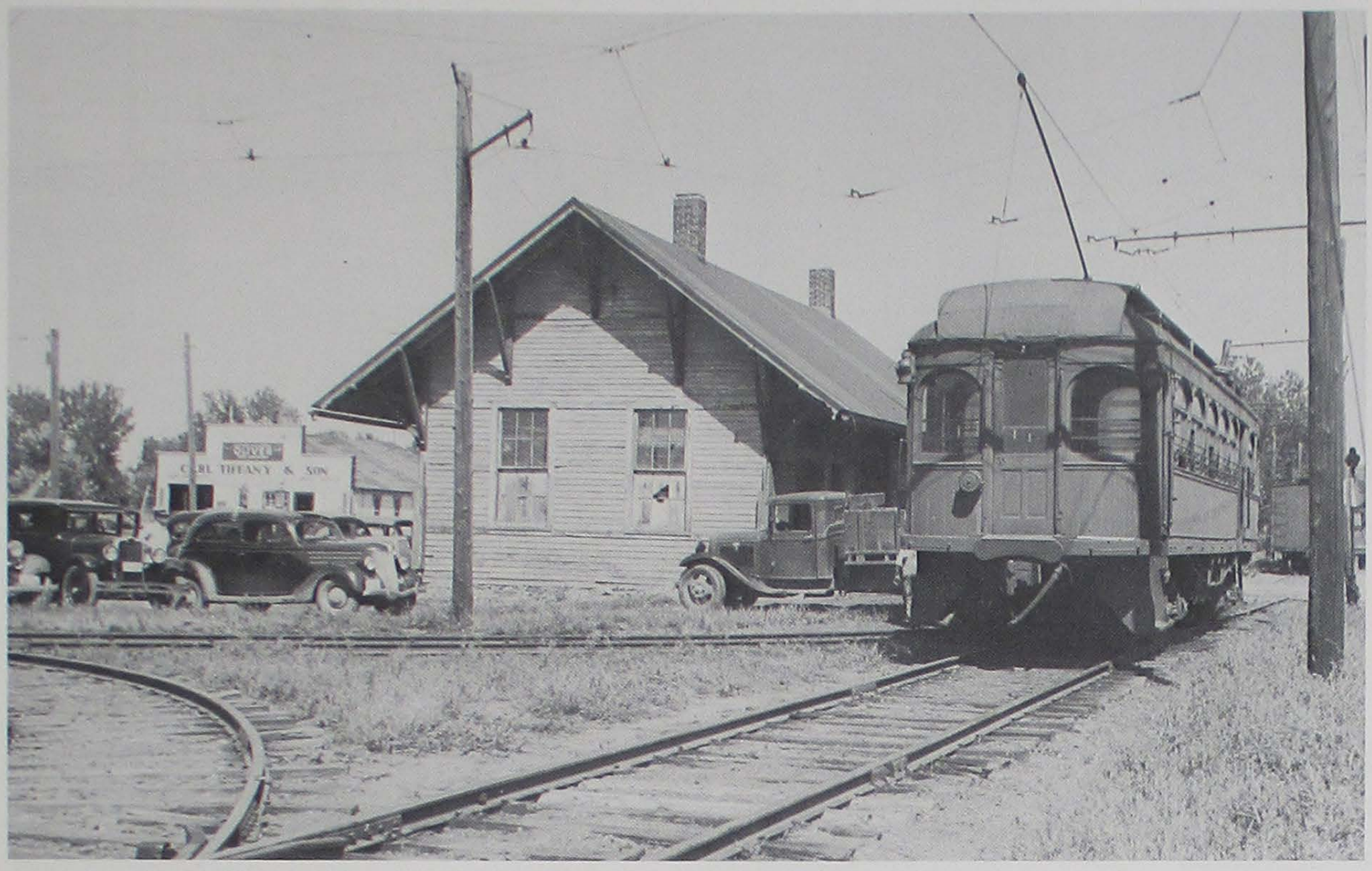


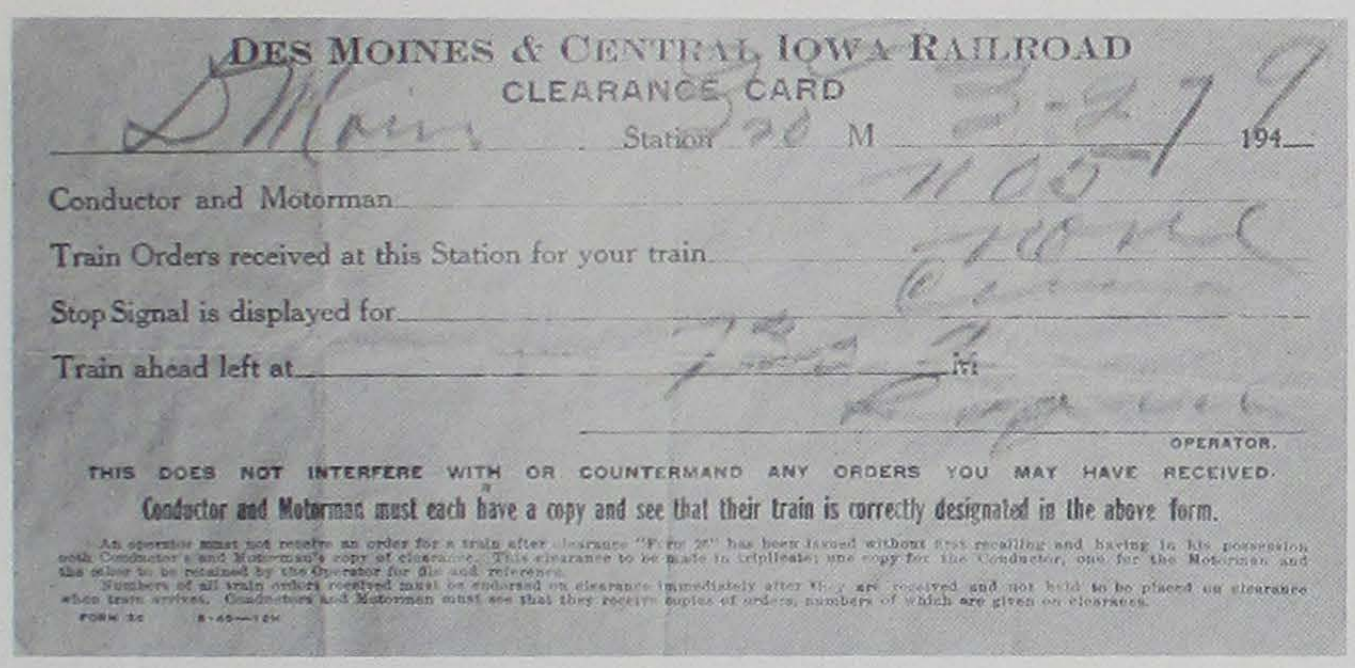


Above left: Car 700 leads car 707. 707 was the "stranger" in the car fleet. It was a 2 motor car and of different dimensions. George Krambles Collection. **Above right: 701 is in service on the Colfax line.** Robert V. Mehlenbeck Collection. **Left: 101 was one of three suburban cars. It is believed they were rebuilt as work motors.** Barney Neuburger Collection from George Krambles.

In the later years the wooden cars became known as the "flexible flyers". Left: 1705 approaches the Perry Station on August 23, 1938 after turning on the wye. 1706 is coupling with a company owned boxcar before leaving Colfax. A significant source of revenue was mail and express traffic. On this August day 1705 is unloading at Perry. All photos James P. Shuman.







DES MOINES & CENTRAL IOWA RAILROAD

CLEARANCE CARD

Station M 194

Conductor and Motorman

Train Orders received at this Station for your train

Stop Signal is displayed for

Train ahead left at M

OPERATOR.

THIS DOES NOT INTERFERE WITH OR COUNTERMAND ANY ORDERS YOU MAY HAVE RECEIVED.

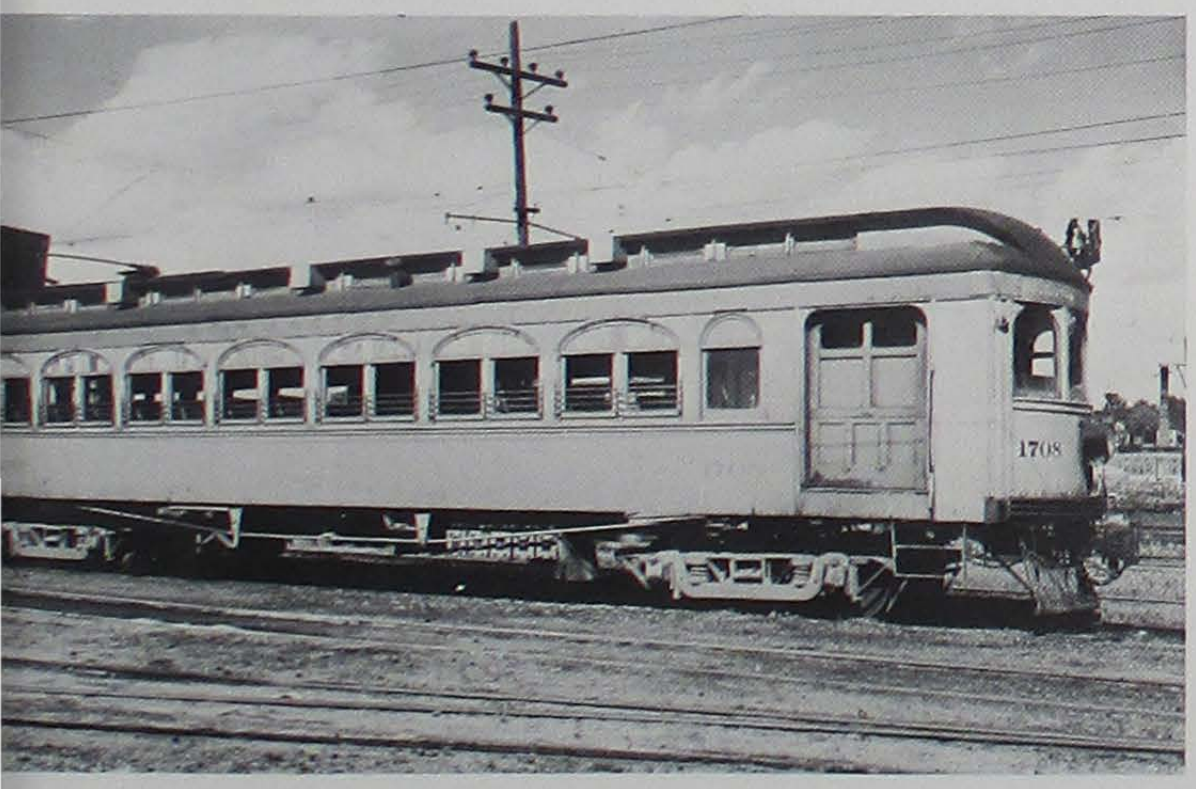
Conductor and Motorman must each have a copy and see that their train is correctly designated in the above form.

An operator must not receive an order for a train after clearance "Form 26" has been issued without first recalling and having in his possession both Conductor's and Motorman's copy of clearance. This clearance to be made in triplicate; one copy for the Conductor, one for the Motorman and the other to be retained by the Operator for file and reference.

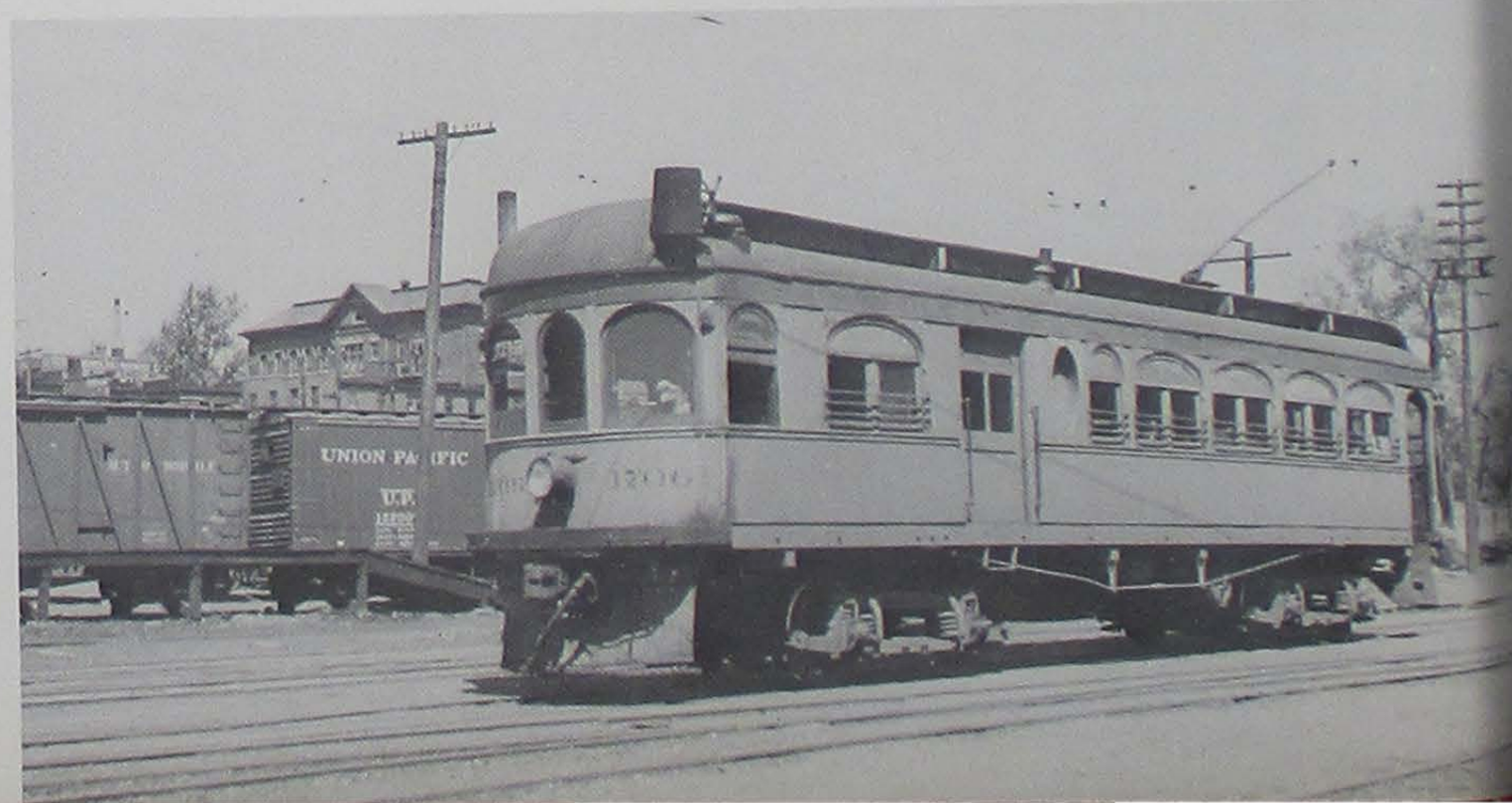
Numbers of all train orders received must be endorsed on clearance immediately after they are received and not held to be placed on clearance when train arrives. Conductors and Motorman must see that they receive duplicates of orders, numbers of which are given on clearance.

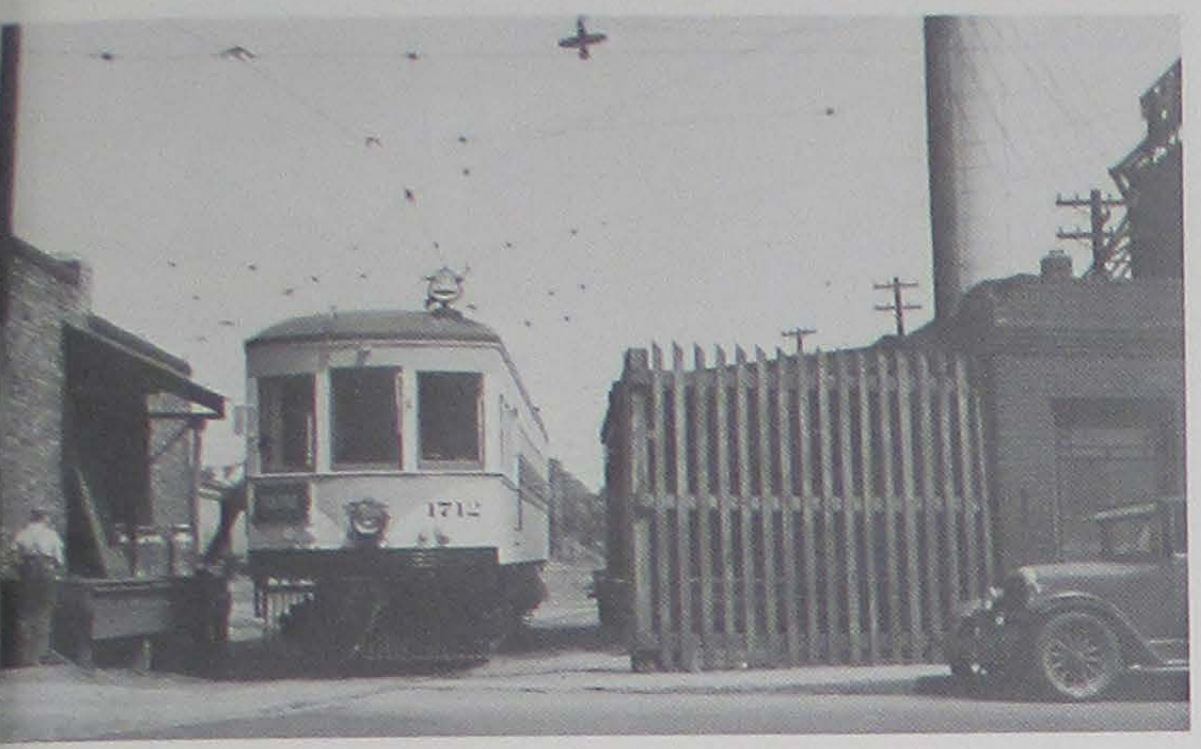
FORM 26 8-45—12M

Above: 1706 is arriving at Colfax on August 23, 1938. James P. Shuman photo. Left: Clearance card from the collection of Ronald D. Sims. **Below left: 1708 was one of two cars that operated out of La Porte, Indiana on the Chicago and New York Electric Airline. The car is shown here in Des Moines in 1935. Below right: Few interurban lines operated mixed trains. On August 8, 1935, 1701 is pulling a Burlington Road boxcar through Altoona. Note the ladies' accommodations.** Both photos William C. Janssen.

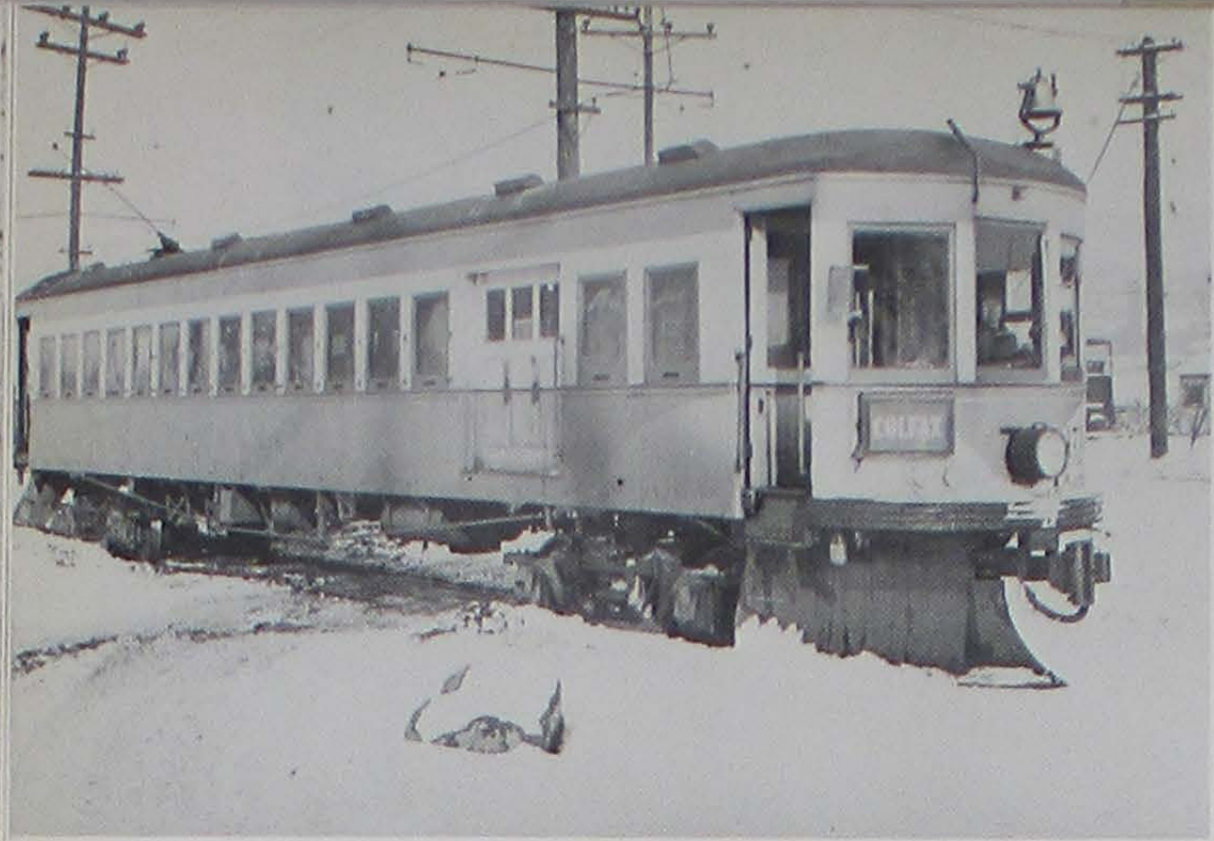


Top: 1701 is leaving Des Moines on June 8, 1935. Center: The regular passenger station layover point was at the freighthouse where 1706 is resting. Both photos Robert V. Mehlenbeck. **Shortly before the same car is shown as it enters Des Moines.** William C. Janssen photo.



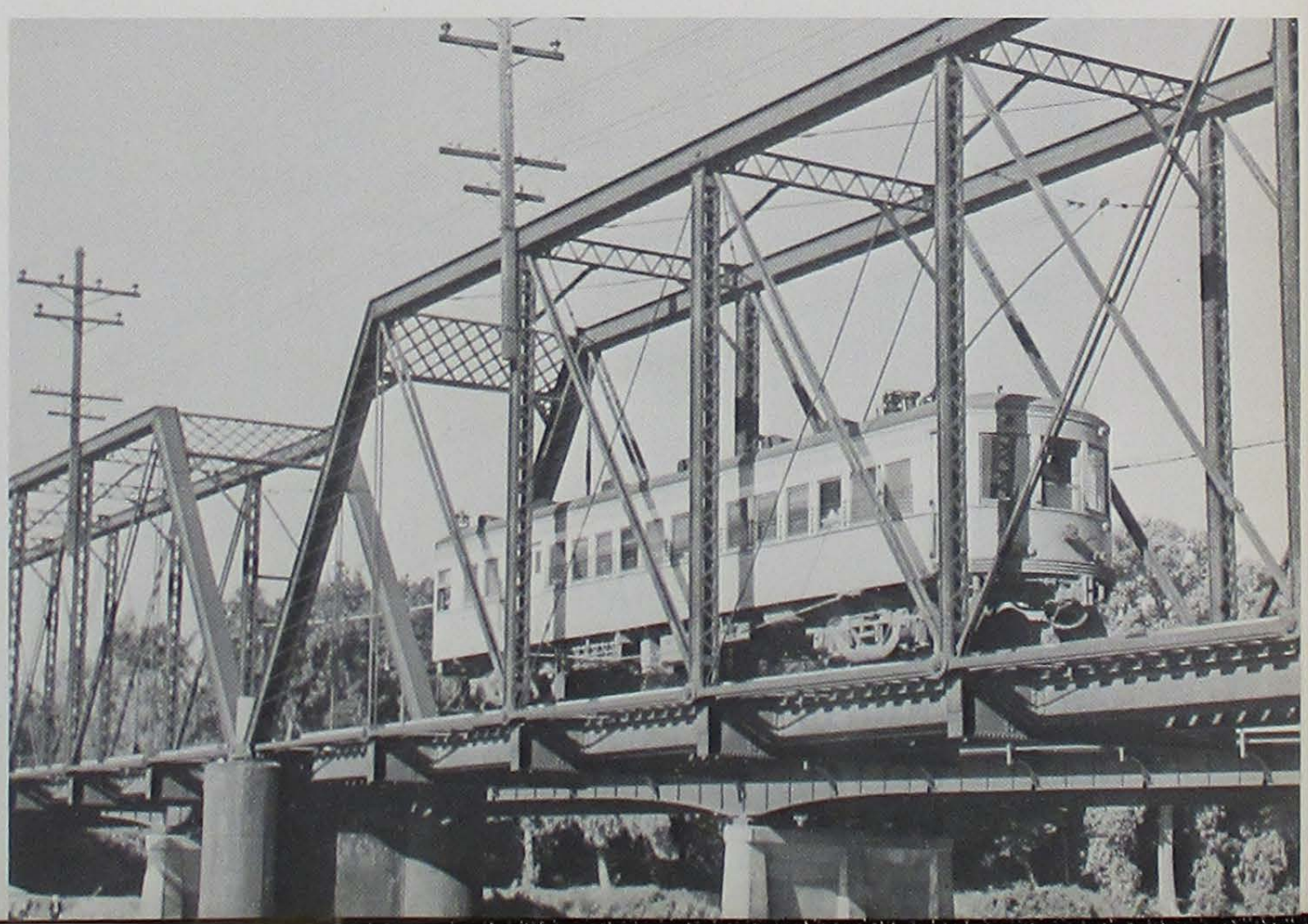


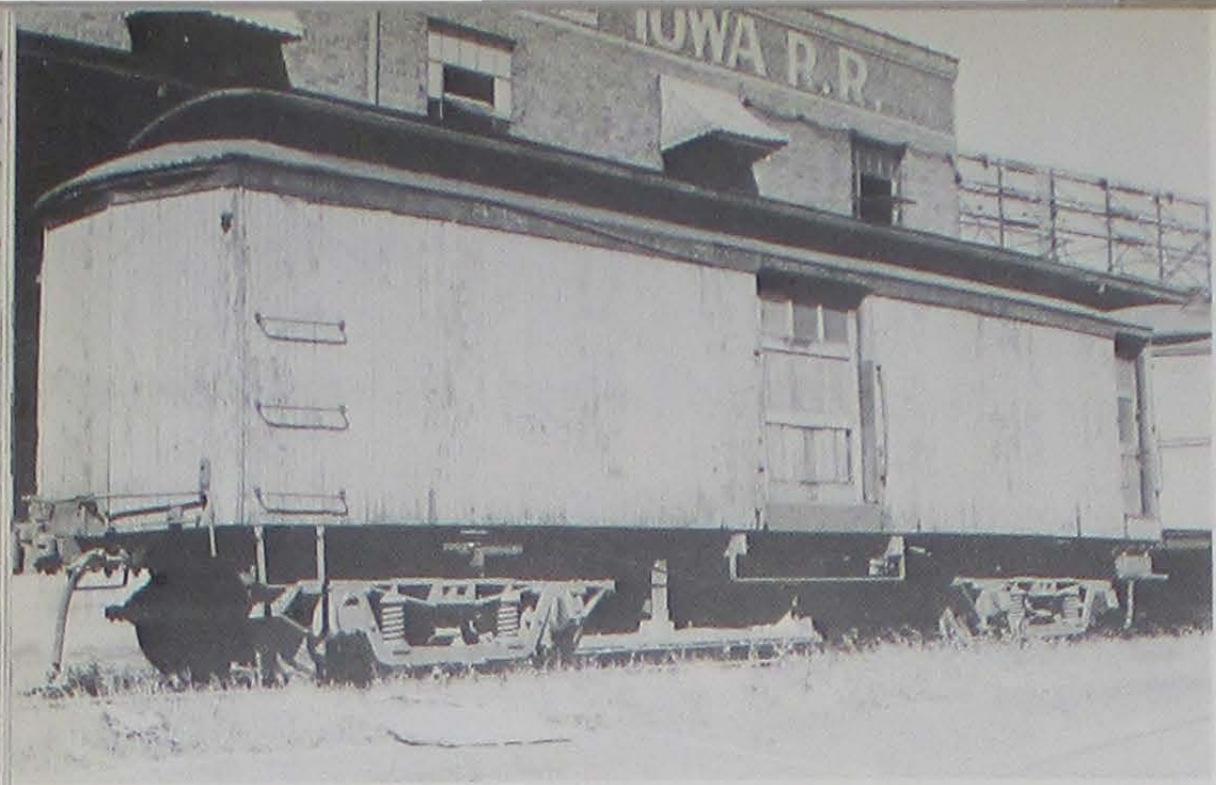
The steel cars were a welcome replacement for the "flexible flyers". Top Left: On May 27, 1939, 13 days after the cars entered service in Iowa, car 1712 is loading at the freighthouse. Top right: A few minutes later the car is leaving for Perry. Both photos Robert V. Mehlenbeck. **Left: At Perry the car turns on the extremely sharp wye beyond the station.** William C. Janssen photo. **Above: In its Iowa livery 1710 proudly stands in Des Moines.** Frank E. Butts photo.



Top left: 1712 leaves a snow covered Des Moines on January 26, 1941. Ronald D. Sims Collection. **Top right: Two car operation was common during the World War II era. 1714 and 1712 are arriving in Perry on May 7, 1945.** Stephen D. Maguire Collection. **Center: By September, 1947, 1710's plow is getting more use clearing weeds than snow near Perry.** Malcolm D. McCarter Collection. **Bottom: On September 12, 1948, 1712 is in rural surroundings as it travels to Perry. The Colfax line's early demise is attributed to the lack of population density, whereas commuter traffic supported the Perry line. The 6:15 PM trip usually had standees in the baggage compartment. After the Des Moines station was torn down in July, 1949, 1712, minus its trucks, became the station.** William C. Janssen photo.

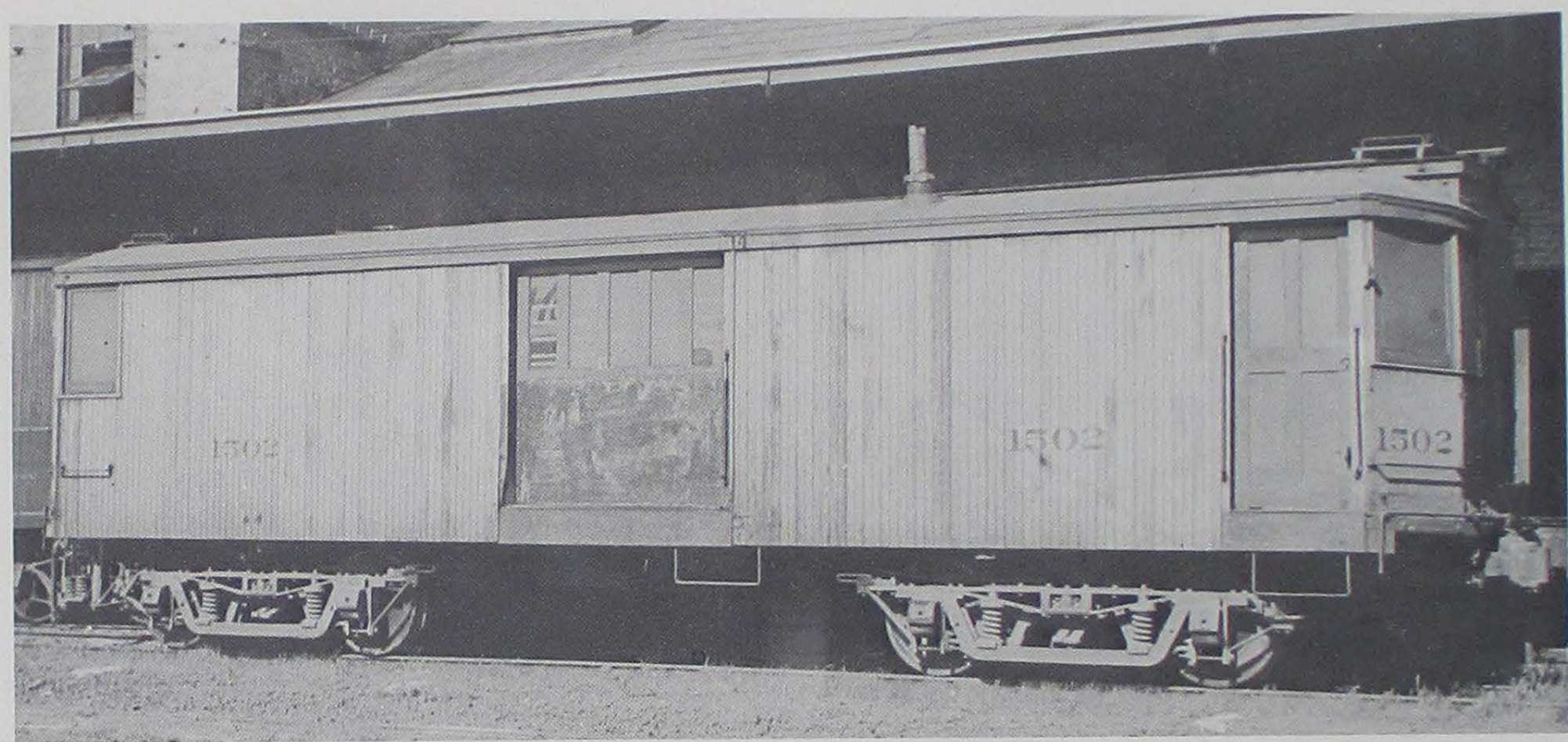
Top left: Perry was a favorite spot for photographers. 1714 is awaiting its departure for Des Moines in 1947. George Krambles photo. **Top right: The Milwaukee Road branch-line to Boone was crossed at Granger. On September 12, 1948, 1712 rolls past the most basic of crossing protection.** William C. Janssen photo. **There is a certain sense of majesty in a heavy interurban crossing a water course on a bridge of equivalent substance. Middle: 1712 crosses the Beaver River in 1941.** Robert V. Mehlenbeck photo. **Right: By 1947 an adjoining highway had been built. 1710 is crossing.** George Krambles photo.

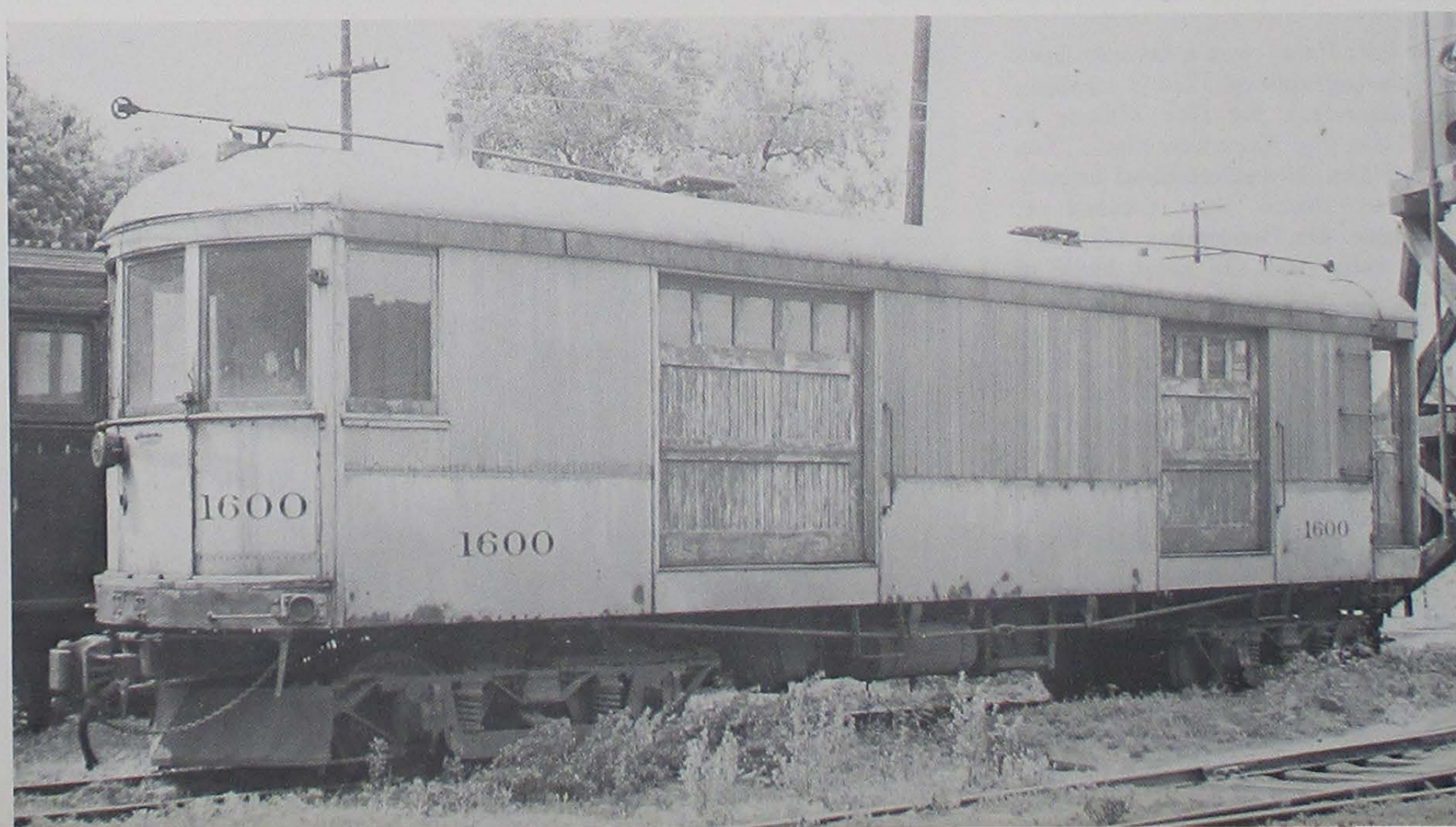




Above left: Express service was provided, in part, by a group of trailers which due to many rebuildings and initial construction in the company shops had unique design characteristics. 1500 was originally I-U express motor 500. Top right: 1501 had a different roof and ends. It seems highly unusual for an express motor to have a monitor roof. It too was a motor before these photographs were taken in 1939. Both photos: Malcolm D. McCarter Collection.

Center: It seems unusual for an interurban car to have running boards on its roof but 1502 appears to. Ah, but look again; that is a boxcar behind 1502. Bottom: 1600 started life on that most grandiose of schemes, the Chicago-New York Airline, which was more like the South La Porte to South Chesterton, Indiana boondoggle. She came to Iowa in 1917 after four years of service on the Gary & Interurban and was fitted with snow flangers in 1937. Both photos Malcolm D. McCarter Collection.





Whatever the weather the railroad had to run. 1806 is out on an incredibly snowy January 13, 1940. Stephen D. Maguire Collection. **Center: 1800 was too light for the interurban service so it spent most of its time on the Des Moines Railway. In that service the ends were piled with axles for ballast.** James P. Shuman photo. **In 1905 the company shops built 1801. On July 5, 1938 the engine was in the yards. It saw little service after World War II.** Malcolm D. McCarter Collection.

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Des Moines & Central Iowa Railroad

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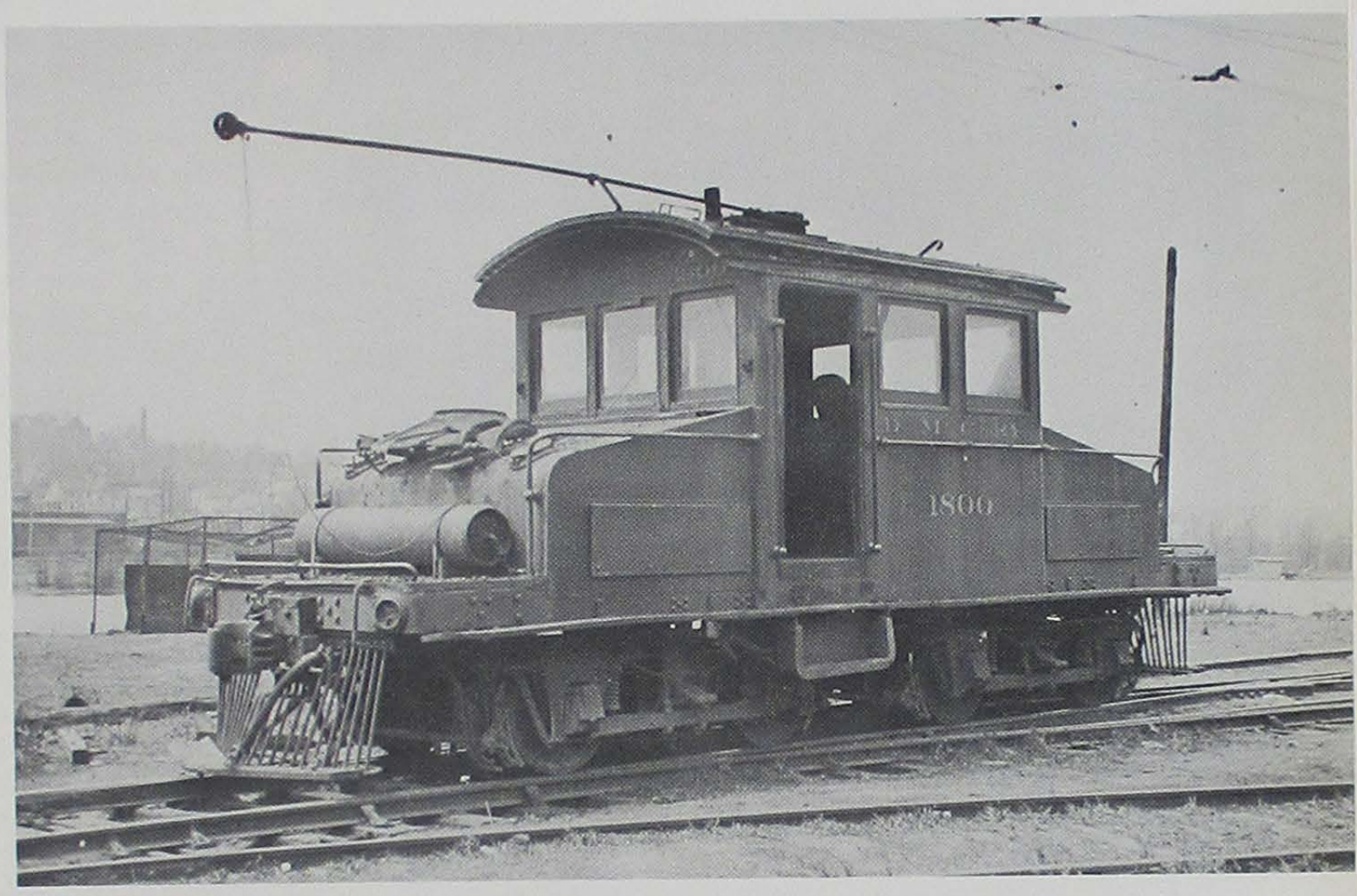
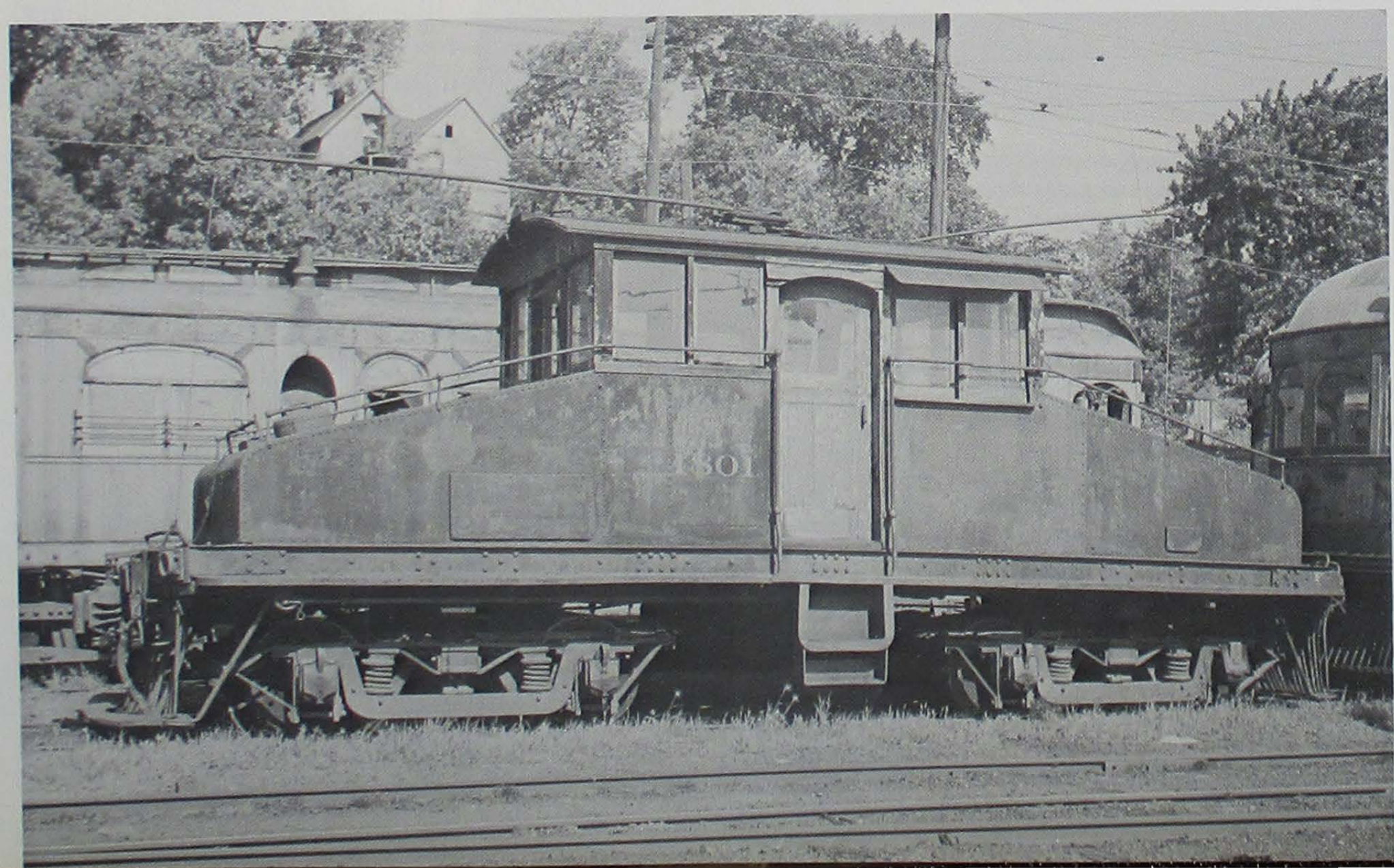
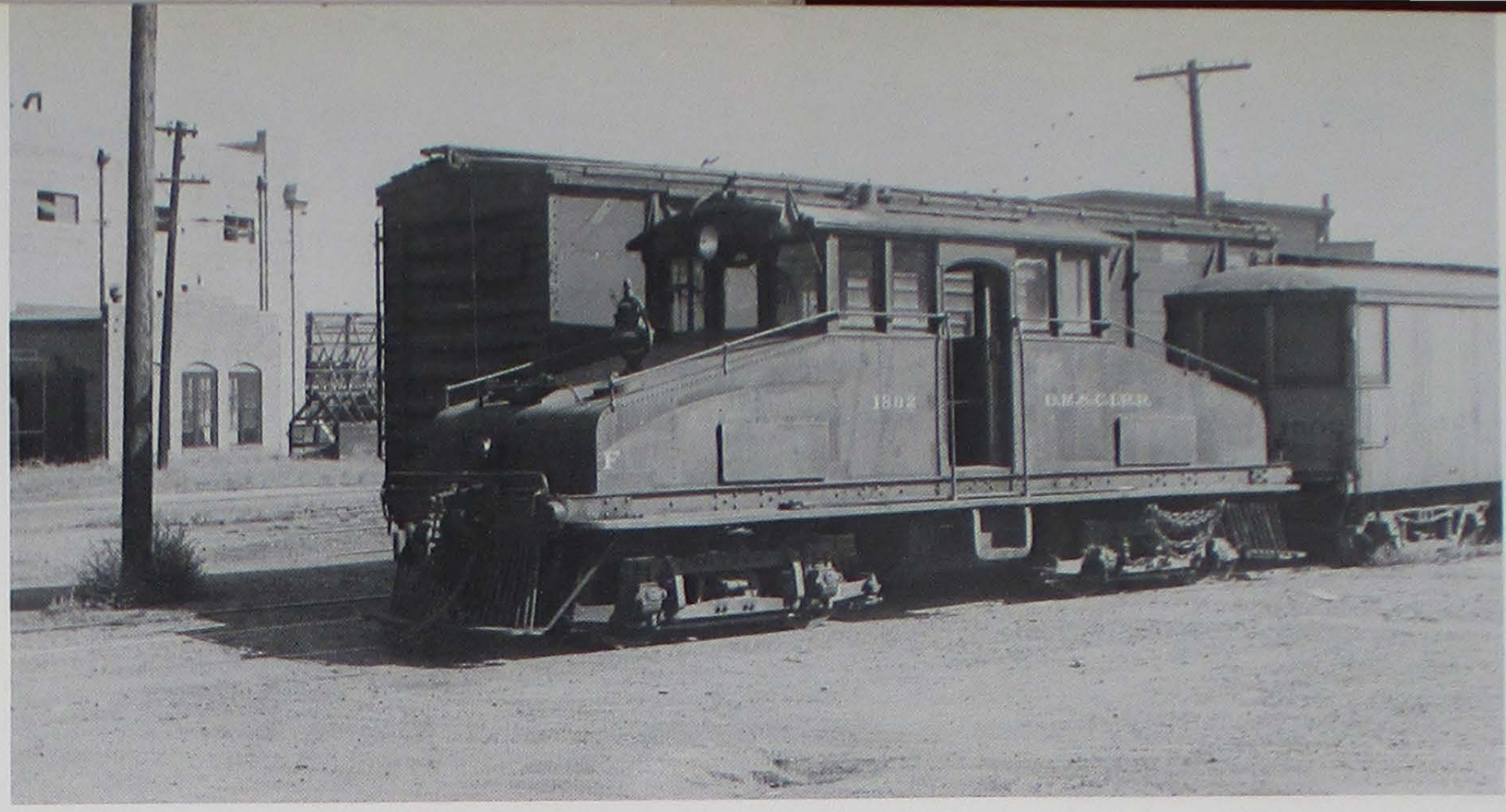
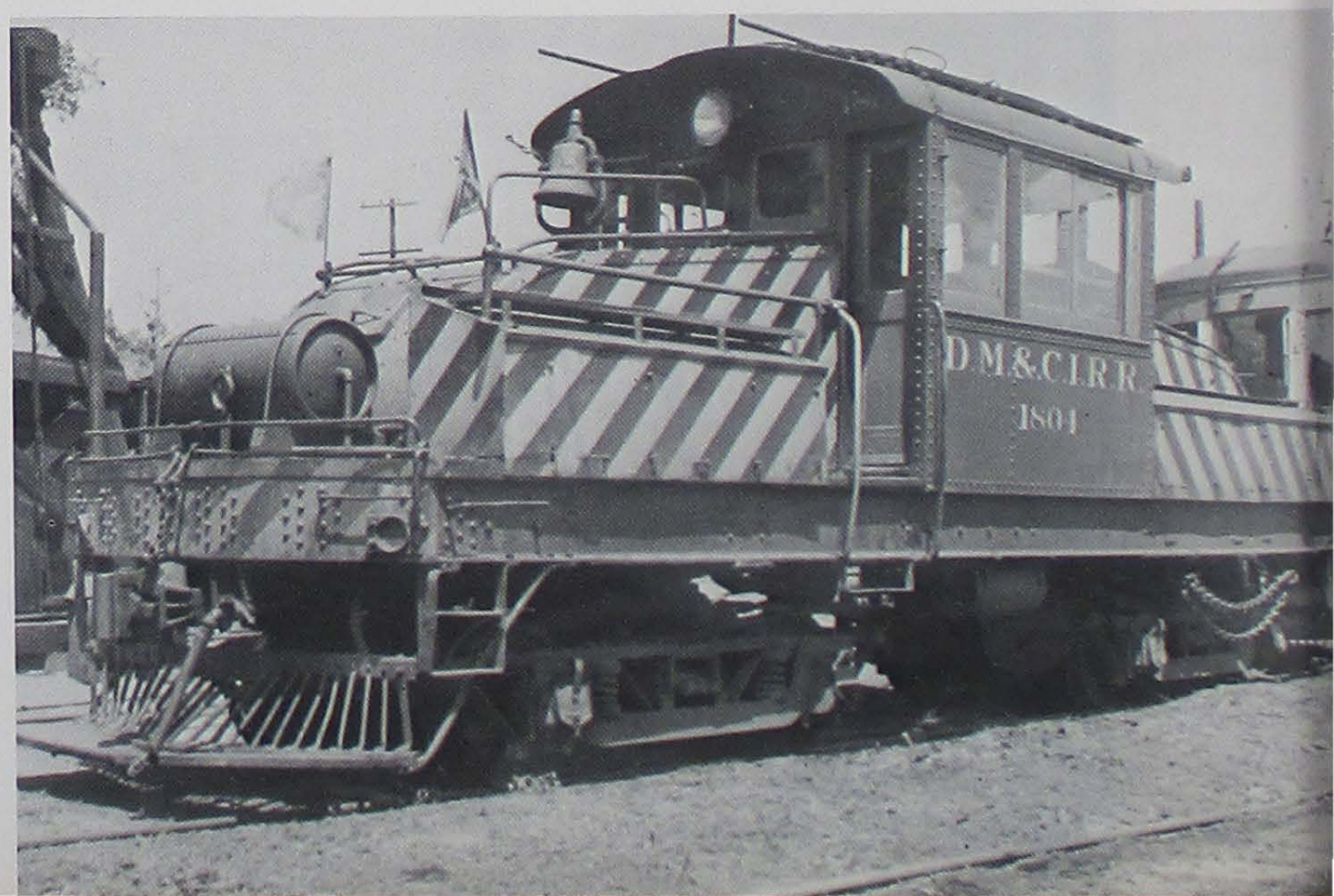
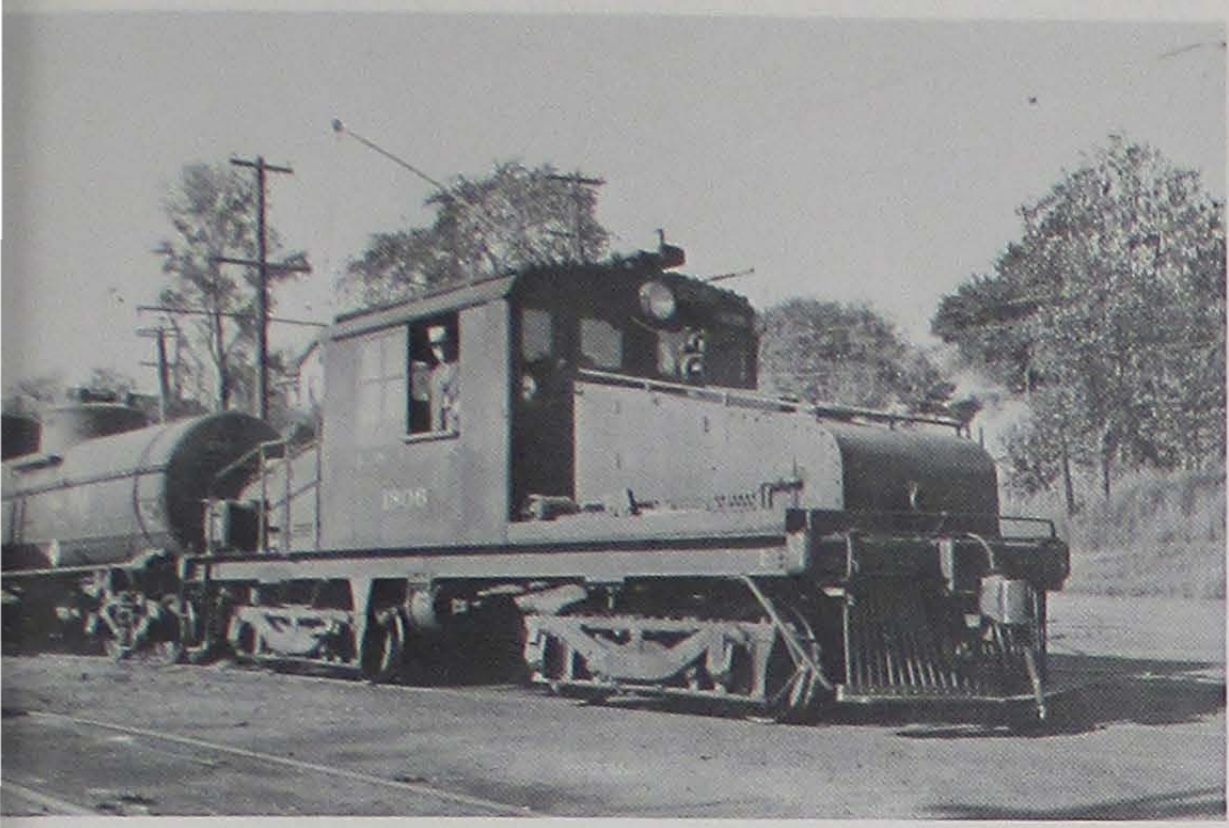






Apparently 1801 was deemed successful as in 1910 the company shops built an identical locomotive in 1802. James P. Shuman photo. **1803 was the first locomotive purchased from a car builder. This Baldwin product was photographed in 1938. Below: 1804 was one of the locomotives acquired in the expansion program. Among its first uses was hauling trains of steam road passenger cars in Camp Dodge service. 1804 was photographed on May 22, 1940.** Both photos Malcolm D. McCarter Collection.





1806 was purchased used for $20,654.20 in November, 1918. On September 16, 1939 it is pulling a train out of the yards. Robert J. Levis Collection. **1805 was a twin of 1804.** Ronald D. Sims Collection. **1807 was the last locomotive purchased. The company paid for this locomotive with check number 2644, issued January 3, 1919 to McGuire-Cummings, in the amount of $28,411.32. This photograph was taken on April 6, 1947.** Charles D. Kring photo.

SPECIAL CAR "IOWA"

In the early 1900's the Inter-Urban Railway operated an elegant open-platform observation car for special occasions. Unremarkably it bore the name "Iowa". The idea of the car originated with the officers of the road. Plans were drawn by the Mechanical and Engineering Departments of the railway in November 1904. Construction took place in the shops of the Des Moines City Railway during the latter part of 1905. A trial run of the car occurred on November 30, 1905.

The car was a single-end motor car with an open observation platform at the rear. The interior was divided into three main rooms: a kitchen at the front, equipped with stove, sink, refrigerator and necessary table and cupboard space; a dining room with a table seating twelve; last, an observation room with eleven wicker chairs. Interior woodwork was curly birch with light mahogany stain. Lavatory and linen closet were placed between the dining and observation rooms.

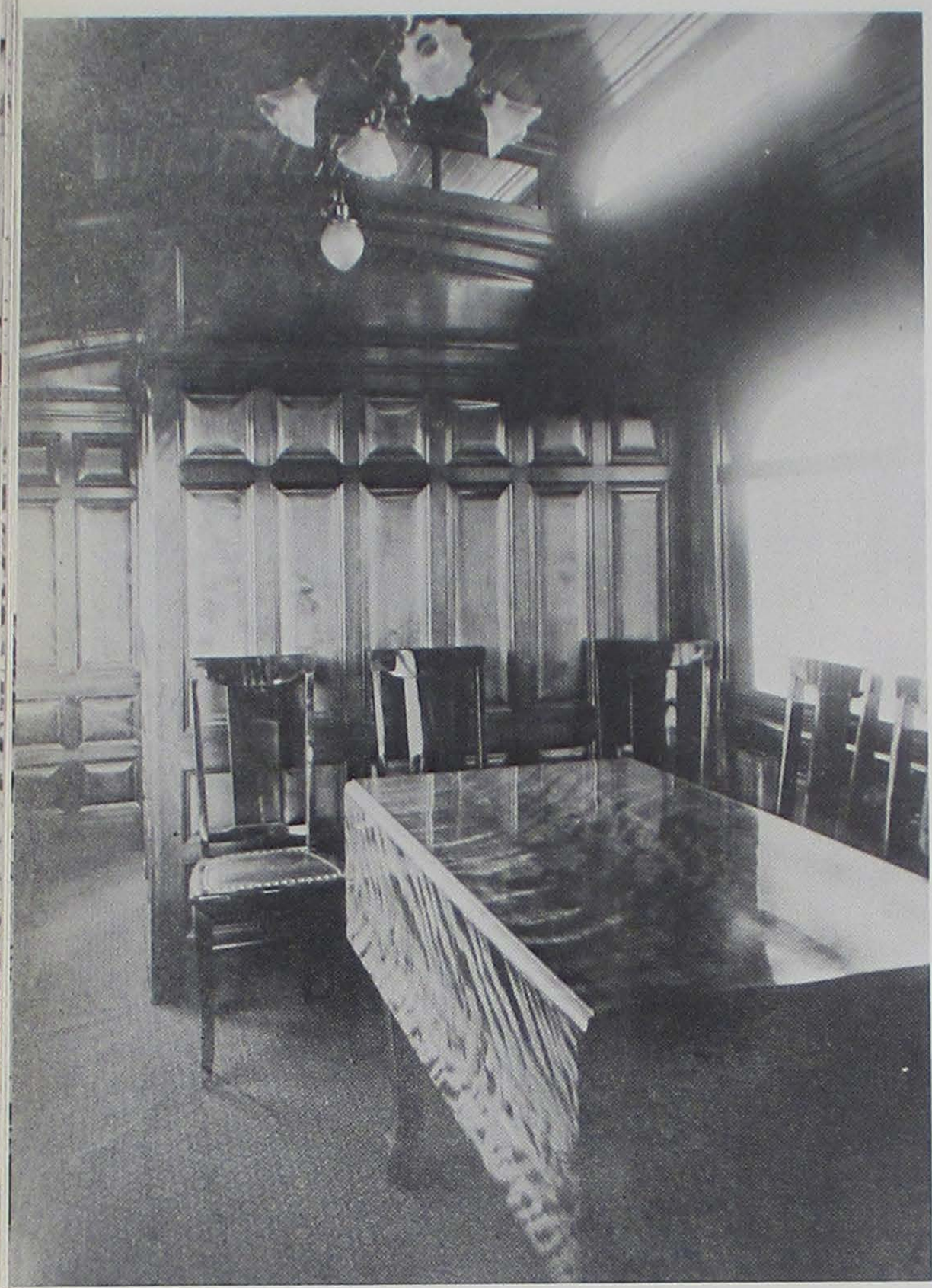
The overall length was 46' 6", width 8' 7". The underframe was built of steel beams, the body of wooden construction. The car was equipped with 6' wheelbase Taylor trucks with 33" wheels. Two GE 73 motors powered the car and type M controller was installed. The car was equipped with couplers. The exterior was painted Royal Blue with silver trim.

Of the three exterior doors, only one was used by passengers. The right rear door was equipped with steps and a trap. The right front and left rear doors were for crew use and had only a simple strap iron "stirrup" step. At the rear of the car on the open platform, doors were used instead of the usual practice of gates. An observation railing extended across the rear of the car from door-post to door-post.

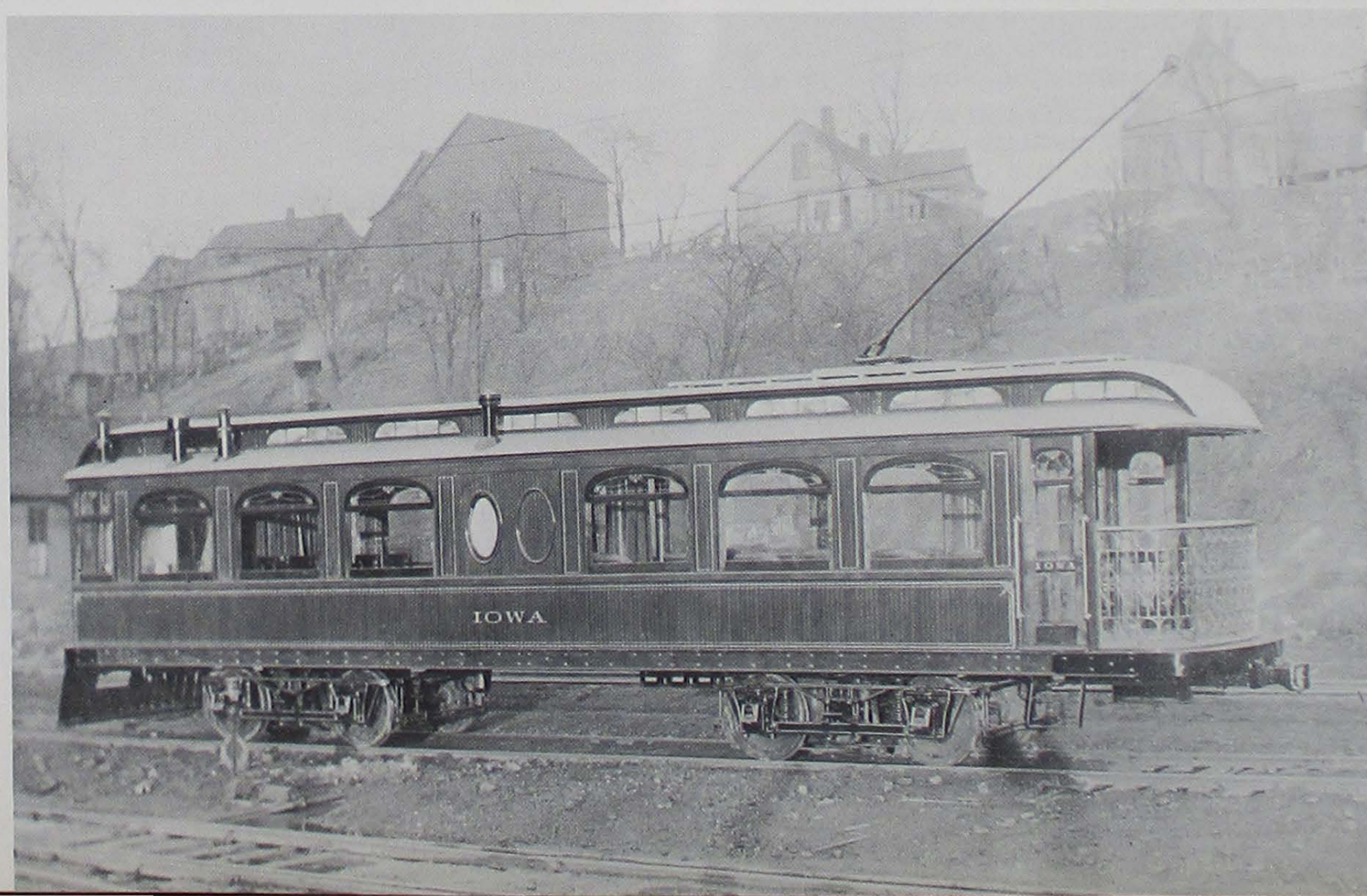
Details of "Iowa's" first three trips have been preserved, although the specific dates of the first two are missing. The first trip, in the service of H. H. Polk, operated from Des Moines to Granger and return. The car ran under its own power to a point near Herrold where steam engine #350 was attached and pulled the car to Granger.

The second trip again operated for Mr. Polk. This trip left Des Moines at 9:30 AM for Newton and returned about 6:00 PM. Between Des Moines and Colfax it ran behind motor car #700. From Colfax, locomotive #4 of the Newton & Northwestern pulled the car to Newton. The process was reversed on the return. On the N&NW, one truck climbed a frog and derailed at Goodard but was rerailed with only slight delay.

The third trip was on January 30, 1906. "Iowa" was chartered by Mr. Walter St. John for an evening trip to Colfax and return. Dinner was served en route to the party of twelve. Menu included soup, French Chops, escalloped potatoes, green peas, asparagus tips, salad, biscuits, relishes and dessert. The party returned to Des Moines at 11:10 PM.



Left: The dining room table was made in the Des Moines Railway Shops. There were 12 chairs with leather cushions to complete the setting. Above: The observation room was decorated with 20 yards of Wilton carpeting, eleven rattan chairs with leather cushions and one pedestal table. Below: "Iowa" was a unique being even in the accounting records. It was listed therein as an asset together with "freight agents and promotion." The car was equipped with hot water heat, a galley with stove and ice box, and provided with china, silver and linens. The transom windows and oval toilet windows were of opalescent art glass. Inside there was a bevel-edged mirror on each side of the corridor between the observation and dining compartments. All photos Edwin E. Allen. Collection.



COLFAX SPRINGS RAILWAY COMPANY

The Colfax Springs Railway Company was not started until 1908, but the reason for its existence reaches back to 1875. In the fall of that year, a party looking for locomotive fuel for the Rock Island railway found a mineral spring near Colfax. Its water was determined to be of high medicinal value and visitors were soon attracted to the area. A first Colfax Springs Hotel was built in 1876 to accommodate the health seekers. It burned in 1881.

In 1884 the second hotel was opened on the bluffs, 175 feet above Colfax. An inclined plane connected the hotel with the Rock Island's Colfax Springs station at the foot of the bluff. Colfax Springs was reported to be the most splendid spa between the Mississippi River and Rockies. The Rock Island railway is supposed to have had a hand in its financing. It proved quite popular in the 1890's, the guest list reaching 13,000 in 1900. A fast decline occurred and it was sold at sheriff's sale in 1904. The Rock Island closed its Colfax Springs station. (Date of abandonment of the incline is not noted.)

Col. James P. Donahue of Davenport, whose wife had been cured by the spring, acquired the hotel in 1907. Donahue spent between $600,000 and $700,000 in remodelling the hotel, building a golf course, and—of particular interest here—building an electric railway from the hotel into Colfax.

By popular election, Colfax granted a franchise to Donahue in July 1908. He incorporated the Colfax Springs Railway Company on July 20, 1908. A contract was awarded to Tri-City Construction Company in October.

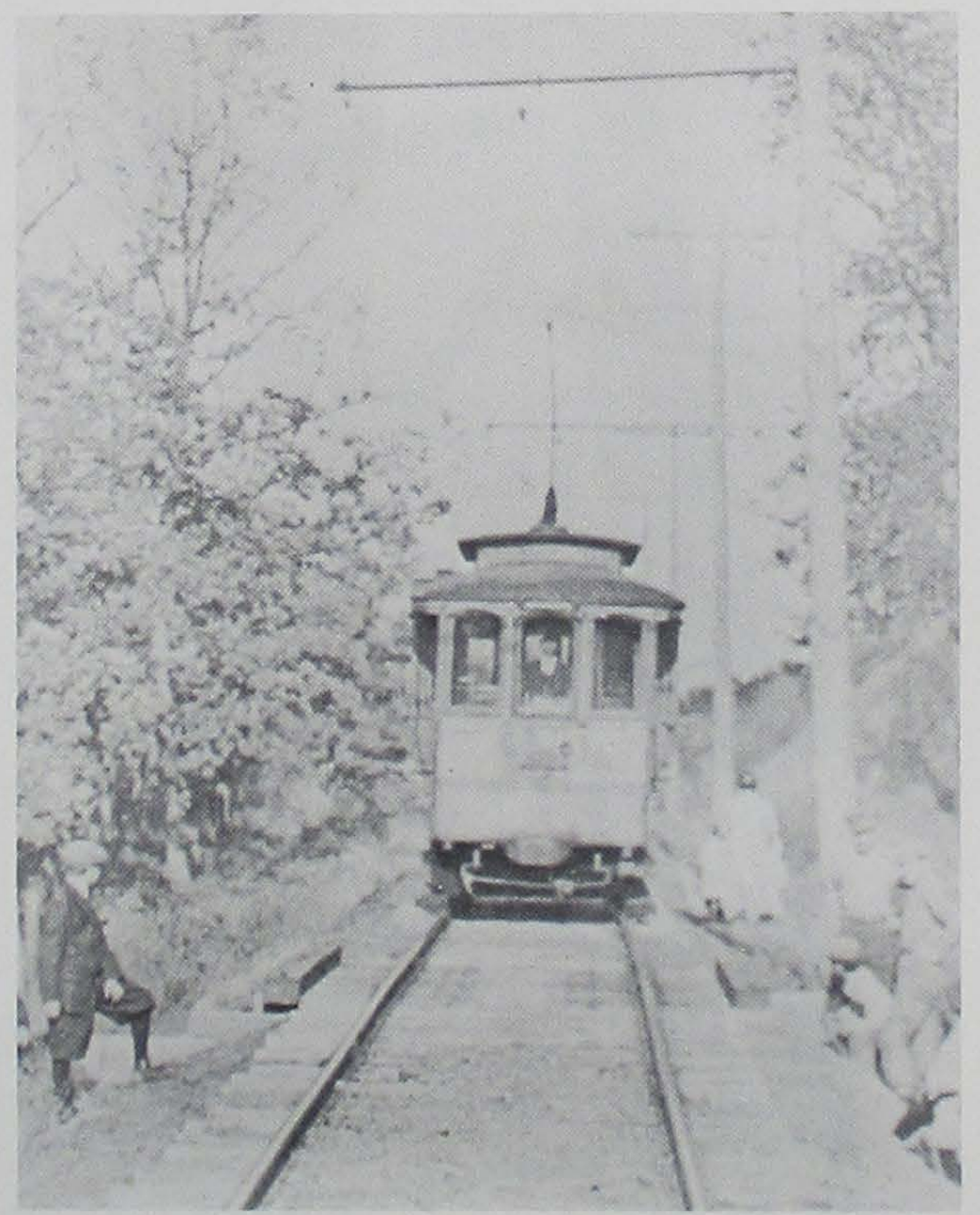
The actual grading and tracklaying was done by the section crew of the Colfax & Northern Railway, a steam road serving coal mines in the area.

Service on the Colfax Springs Railway started early in the summer of 1909. Two single-truck cars, supposedly from the Chicago City Railway, were used. Two trailers came from that source later in the season. The 500-volt current which drove the trolley was generated by steam from the boilers of the hotel power plant. Coal for the plant was handshovelled from an interchange hopper on a Rock Island siding into a 10-ton coal car, hauled to the hotel by one of the Colfax Spring line's trolleys.

Patronage at the hotel never came up to Col. Donahue's expectations. This naturally affected the railway which operated at a deficit each year after 1912. In 1919 the hotel closed because of a coal strike. It reopened early in 1920, but so few guests came that it closed for good in May 1920. Regular service on the railway ended with the closing of the hotel.

Col. Donahue leased the hotel to the government for a veterans hospital from 1921 to 1923, but scandals about excessive rent caused its closing. It remained closed while the Colonel looked for a buyer. The trolley line was kept intact during this time. Finally, abandonment permission was obtained in 1933. Some rail was still in place on the right-of-way section as late as 1936. The last bits of rail were removed from the streets of Colfax during World War II.

Service was provided by single truck cars to and from the hotel. Below: Alongside one of the hotels—Ed Frank photo. **Left: In transit between the spa and town** — Charles V. Hess Collection.



Over Hill and Plain

Although primarily an agricultural state, Iowa has an important coal producing region. The need to move this coal provided the incentive to build railroads. Incorporated on February 16, 1906, the Fort Dodge, Des Moines & Southern Railway grew to become the longest interurban in Iowa. Its 85-mile long mainline from Des Moines to Fort Dodge linked the coal and agricultural regions of western Iowa. A multiplicity of branches increased the total route miles of electrified railroad to 147.

PREDECESSOR COMPANIES

On September 13, 1893 the Boone News Republican reported that the Boone Valley Coal and Railroad Company had been formed for the purpose of building a railroad to connect the mines with the Minneapolis & St. Louis Railway. Instrumental in this effort was Hamilton Browne. Browne had been the manager of the coal mines in the area since the Clyde Coal Company started operations during the 1880's. A town, later named Fraser, was constructed in the center of the coal field. From this town the original three miles of track were built to Fraser Jct. (later Wolf) and the M&StL connection.

A great demand for coal existed. As a result the town and the railroad prospered. In 1898 Browne proposed to use this railroad as the basic segment of a line running from Story City, 18 miles east of Fraser, through Fraser, Gowrie, Rockwell City and northwest to the Dakotas. To implement this plan, he organized the Marshalltown and Dakota Railroad Company.

Due to limited financial resources, the company was able to construct only the segment between Fraser and Gowrie. Undaunted, Browne traveled to Boston to secure financial backing from the eastern moguls. He managed to convince them that his plans were viable as evidenced by his incorporation of the Newton & Northwestern Railroad in 1902. This company planned a line from Rockwell City to Newton, a distance of 102 miles. The Marshalltown and Dakota was absorbed to become the nucleus of the new line. At this time coal mining operations were spun-off into a separate corporation owned by the company. The first segment of the new track to open was the twenty miles northwest from Gowrie to Rockwell City. Started in the spring of 1903, it was constructed in approximately nine months.

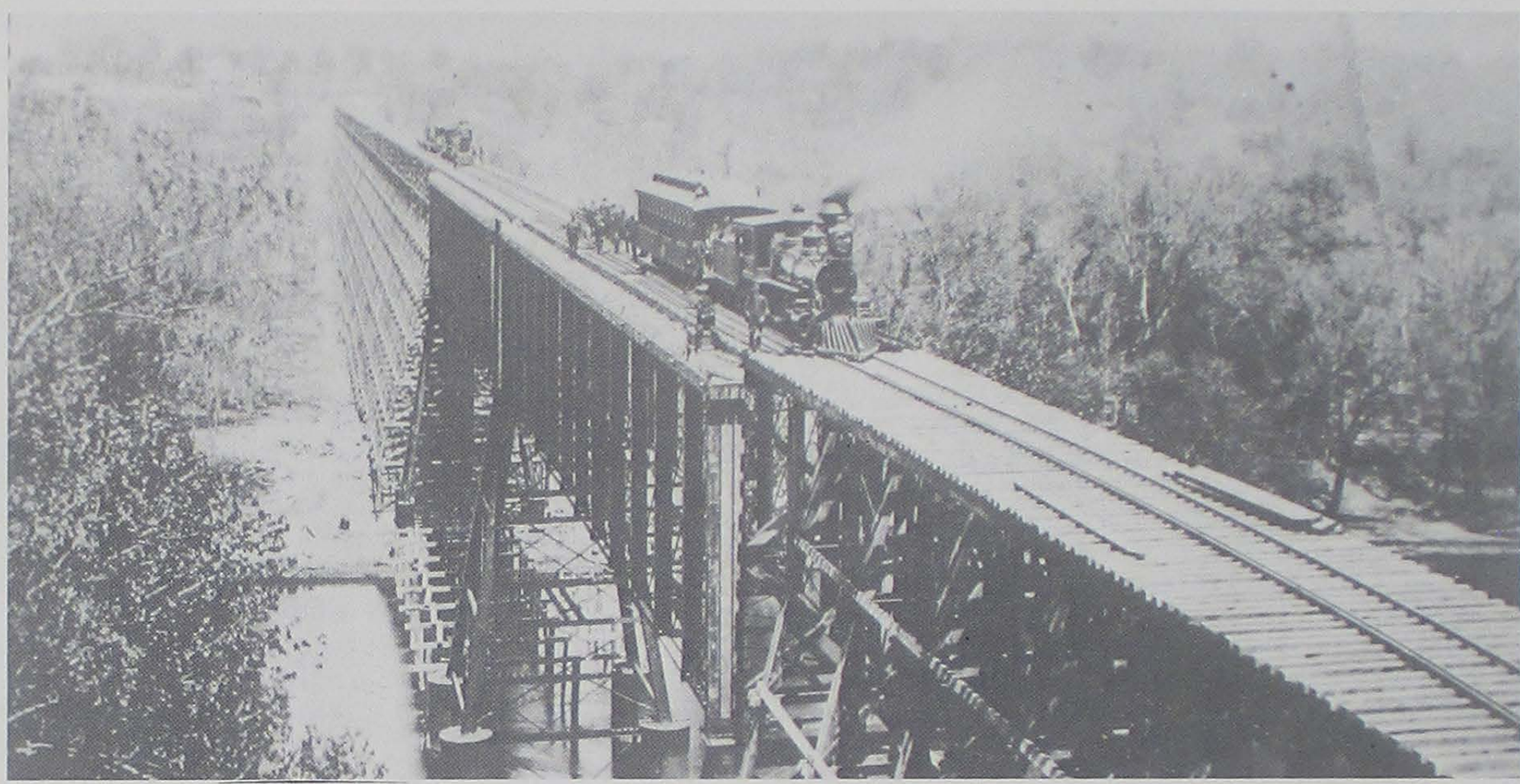
Begun in the spring of the previous year, construction southeast from Fraser was complicated by steep hills cut by numerous ravines. Most of the grading was done by hand and the dirt was moved by teams of horses. Grading on Boone Hill between the Des Moines River and Boone was a laborious as well as dangerous project. Several teams of horses were lost through falling over the steep banks.

The major geological feature to cross was a tributary of the Des Moines River. Carrying the tracks 156 feet above the valley, a wooden trestle 800 feet in length was completed in the summer of 1903. Timber used to construct this structure was floated down the river to the bridge site, about three miles west of Boone.

The summer of 1904 saw the completion of the line to Newton. An American class (4-4-0) locomotive and two coaches provided service on the daily roundtrip. Two ten-wheelers (4-6-0) were purchased for freight service. In 1906, a branch was opened on the east end from Goddard to Colfax where a connection was made with the Inter-Urban Railway.

Woe be to the varmints out in the hills along the Crooked Creek Railroad. This well protected train is about to leave Lehigh around 1904. Edward H. Meyers Collection from Stephen D. Maguire.

The mechanically-interlocked crossing with the Oelwein-Kansas City line of the Chicago Great Western Railway at Mingo had a unique protective device. There was no attendant leverman. The crossing was normally set for the CGW which operated the greater number of trains. When a N&NW train desired to cross, its brakeman marched ahead to become the leverman. Once inside the signal shanty, he had to lower a large steel plate over the access door thus unlocking the signal control levers, which he then manipulated to block CGW and clear N&NW. When his train had cleared the crossing, the reverse procedure provided for exit from the tower. To ensure that no means of escape were available short of chopping down the tower, iron bars prevented exit through the windows. Apparently this system was failsafe as history does not record some unfortunate soul being unduly detained. Following abandonment of the Newton line this facility was moved to protect the C&NW crossing at Oralabor. Actually, the procedure seems tantamount to holding a N&NW employee hostage to be sure that right-of-way would be restored to the other railroad and seems to have had little value in making operation safer.



The original high bridge is well illustrated in this steam era scene. This wooden trestle required 70 working days to dismantle when it was replaced in 1912. Edward H. Meyers Collection from Ralph Cooper.

FT. DODGE

Streetcars operated in Ft. Dodge for almost thirty years. Though only one route was operated, during their existence the streetcars carried the names of four different operating companies and used three different carbarns.

Street railway operations were begun in 1896 by Fort Dodge Light & Power Co. Electrified from the beginning, the original service extended from the Chicago Great Western Railway's depot, at 12th Street and Central Avenue westward through the business district to the Illinois Central Railroad and Minneapolis & St. Louis Railway depots in the southwest portion of the city. The carbarn was located on 12th Street about one-half block north of Central. It was a small frame structure barely large enough to house the line's only car, single-trucker number 10.

Operations were conducted without change until the fall of 1901 when the portion of the line beyond the ICRR depot was abandoned. On November 10, 1901 the M&StL began leasing terminal facilities at the IC depot, discontinuing the use of their own facilities. Without the traffic generated by the separate M&StL depot, continued operation of streetcars beyond the IC depot was deemed uneconomical.

In the spring of 1902, an extension was constructed from 12th Street and Central south to 18th Street and 12th Avenue South. A new carbarn was built on the southeast corner of that intersection and the old barn was abandoned. Two new double-truck cars were purchased. Numbered 20 and 30, these cars were lettered "Fort Dodge & Interurban Railway Company". It is not known whether the original company changed its name or a separate company was formed to extend the line and purchase the new cars.

Shortly after the line was extended, a large tract of land south of 12th Avenue South was acquired by the city for Oleson Park. Con-

siderable traffic to picnics, band concerts, Chautauqua Meetings, and the like was generated.

The local streetcar system was an appropriate access to the business district for the interurbans of the Ft. Dodge, Des Moines and Southern Railroad, so the FDDM&S acquired the local property and took over streetcar operations. Interurban cars began operating from Des Moines in 1907. FDDM&S tracks entered Ft. Dodge from the southeast near 14th Avenue South and 30th Street. The local car line was extended from its old terminus at 18th Street eastward on 12th Avenue South to 30th Street near 13th Avenue South. The point at which the interurban joined the streetcar line was designated as East Ft. Dodge. A freight yard and double-track brick carbarn were built there. The former barn at 18th Street was vacated. Two new streetcars, lettered "Fort Dodge, Des Moines & Southern Railroad", were placed in service. These large double truck cars were numbered 90 and 92.

For a short time, interurban cars used streetcar trackage all the way north from East Ft. Dodge. Upon arriving downtown they were turned on a wye at 5th Street and Central Avenue. The tail track of the wye provided a layover so that streetcars were not obstructed by the interurbans. The ticket office was in a store building on Central near 6th. This arrangement lasted but a few months as a belt line was constructed on private right-of-way north from the yards at East Ft. Dodge, swinging west at about Central Avenue and terminating at the freighthouse near 14th Street. A track connection was made with the then recently relocated streetcar tracks at 15th Street and 1st Avenue South. Streetcar trackage was used from that point to downtown. Coincident with the construction of the belt line new track on 1st Avenue South and 18th Street replaced an equal amount of track on 12th Street and 4th Avenue South.

In 1914 a new terminal building was constructed at Central Avenue and 11th Street. A loop was built around the building using 11th Street and an alley behind the building. Existing trackage on Central and 12th completed the loop. This eliminated operation of interurban cars west of 11th and the wye near 5th was removed.

One-man streetcar operation was instituted in the World War I era. This was accomplished by purchasing new light-weight single truck cars. These cars were lettered "Fort Dodge Street Railway". The first mention of abandonment came in December 1919, when the local press reported that the franchise had expired and the FDDM&S, having no desire to renew it, considered discontinuing streetcar service.

By 1925 FDDM&S made it clear that service would end. Local interests had attempted to keep the cars running; meetings were held, particularly in the East Ft. Dodge area, to rally public support. About $5,000 was pledged by area residents to purchase or lease the line but only $2,800 had actually been collected by the day before service ended. FDDM&S cited losses of $1,449.19 during the first ten months of 1925 to support their claim that the losses were becoming unbearable. With that pronouncement, service ended at midnight, November 14, 1925.

After abandonment, the streetcar tracks were removed except for the portion between 15th Street and the interurban terminal at 11th. Usage of this track continued until 1940, when the interurbans were cut back to the end of private right-of-way. Reportedly some of the streetcars were used in Ames; however, they all eventually found their way to Boone to be scrapped.

At the time streetcar service ended jitneys were in operation in Fort Dodge. Shortly thereafter, a bus system independent of FDDM&S began operating in the city. Under various other owners they continued to operate until 1966 when the final operator, Fort Dodge Transportation Company, ceased operations. The old East Ft. Dodge carbarn serves in 1974 as a diesel shop for the Chicago & North Western Railway, successor to FDDM&S.

AMES

During 1890 interest in a railway connecting the town of Ames with the Iowa Agricultural College (now Iowa State University) was rampant. Organized on September 9, 1890 the Ames Street Railway Company started to solicit subscriptions to finance the 2-1/2-mile line. On March 19, 1891 the company announced that sealed bids for railway construction would be taken on April 11.

Grading was underway by the end of April. Orders were placed for a steam dummy locomotive and passenger trailers. When the equipment arrived on July 1 it was lettered "Ames & College Railway". Reasons for the change in name are not recorded. Trial trips over portions of the line were operated on July 4 and regular service commenced soon thereafter. Transit system builders of the 1970's may well envy the four-month construction phase which will be impossible to match again in our lifetimes.

In September the steam dummy was taken to the Chicago & North Western Railway's Boone shops for servicing. A borrowed C&NW switch engine derailed and spread the rails. Service was suspended until the return of the dummy. Rolling stock was added until the roster included three passenger trailers and a multipurpose flat car. The flat car was used as a work car, a freight car and a baggage car, complete with stakes set in pockets and ropes strung to keep suitcases from falling.

As early as 1895 there was talk of electrification. Nothing transpired until May 1, 1906, when the Fort Dodge, Des Moines & Southern

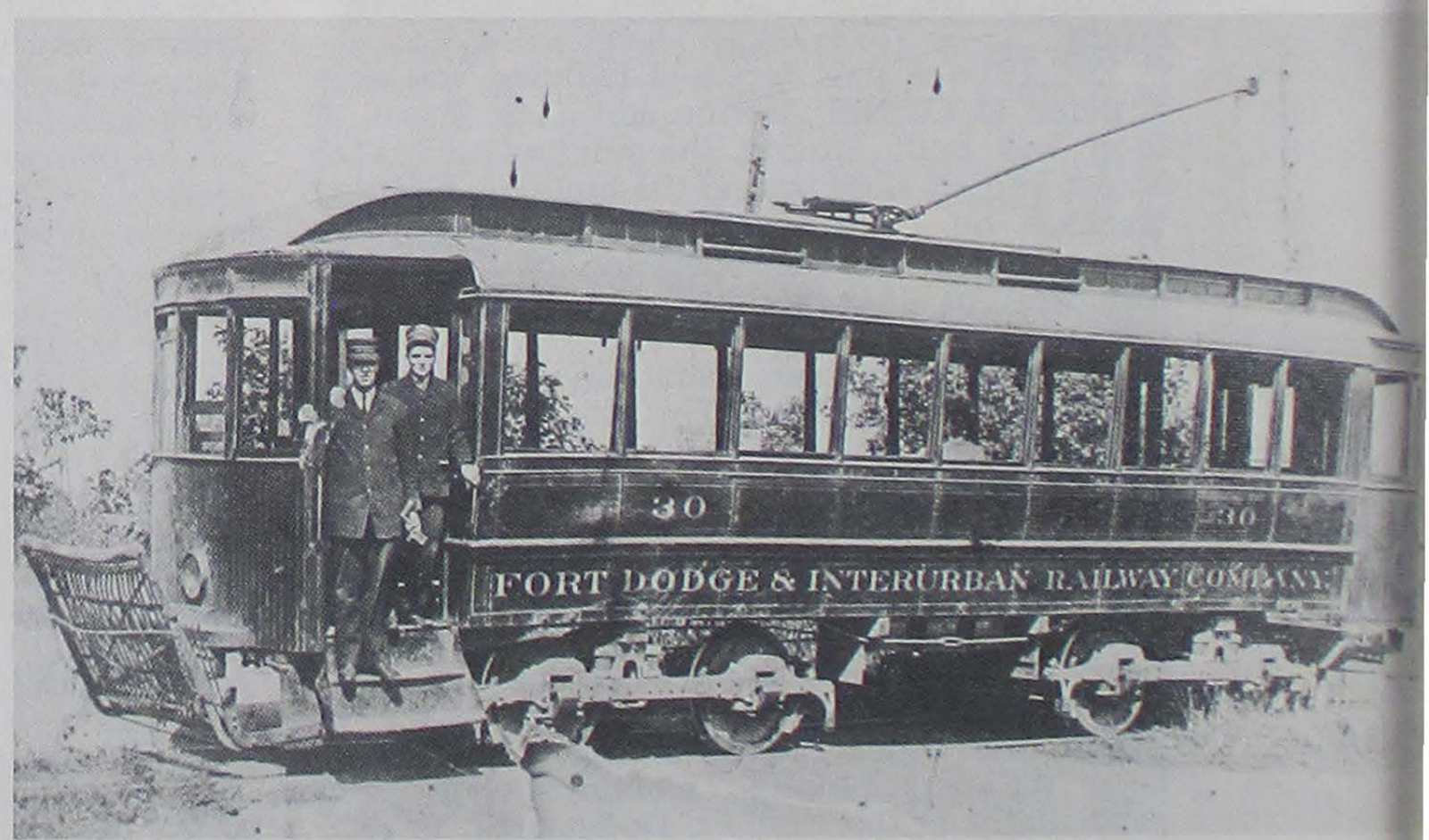
acquired the company. It suspended service during electrification and at the same time undertook construction of an interurban line between Ames and the FDDM&S mainline at Kelley, seven miles away. The first interurban car arrived on June 29, 1907. Local service was delayed until fall pending delivery of the streetcars from a strikebound carbuilder.

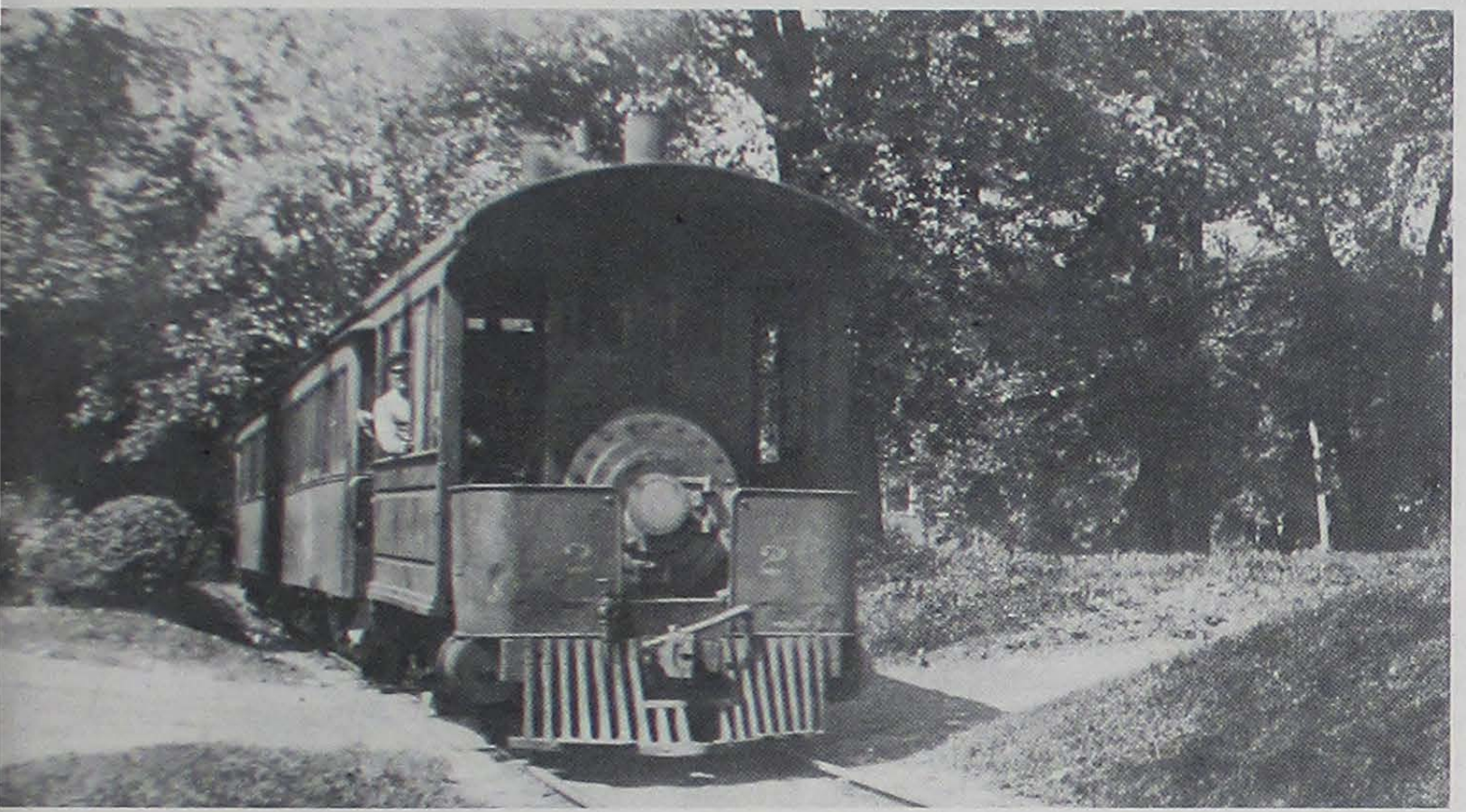
In 1912 20-minute service had replaced the original 30-minute interval. Service improvements continued in 1916 when a new loop around the campus was opened, and this was further improved to 15-minute service in 1917. By 1921 unregulated bus competition caused the company to complain that revenues had dropped by one-third. A fare increase from 5 to 7 cents and prohibition of bus operation on streets served by streetcars was recommended by the City Council. Service improvements continued when, in September 1923, one-man cars were introduced on 10-minute intervals but the 7-cent fare recommended in 1921 wasn't granted until May 20, 1925.

A turn for the worse came on September 3, 1925, when a runaway freight train crashed into four streetcars, severely damaging two of them. Effective August 3, 1928 service was curtailed, with cars not operated after 5:20 pm on weekdays and no Sunday service. The company's bus service, which had been instituted in 1925, remained unchanged. In July 1929, the FDDM&S obtained permission to discontinue streetcar service during the summer months, claiming that the revenues earned did not justify the service when the college was not in session.

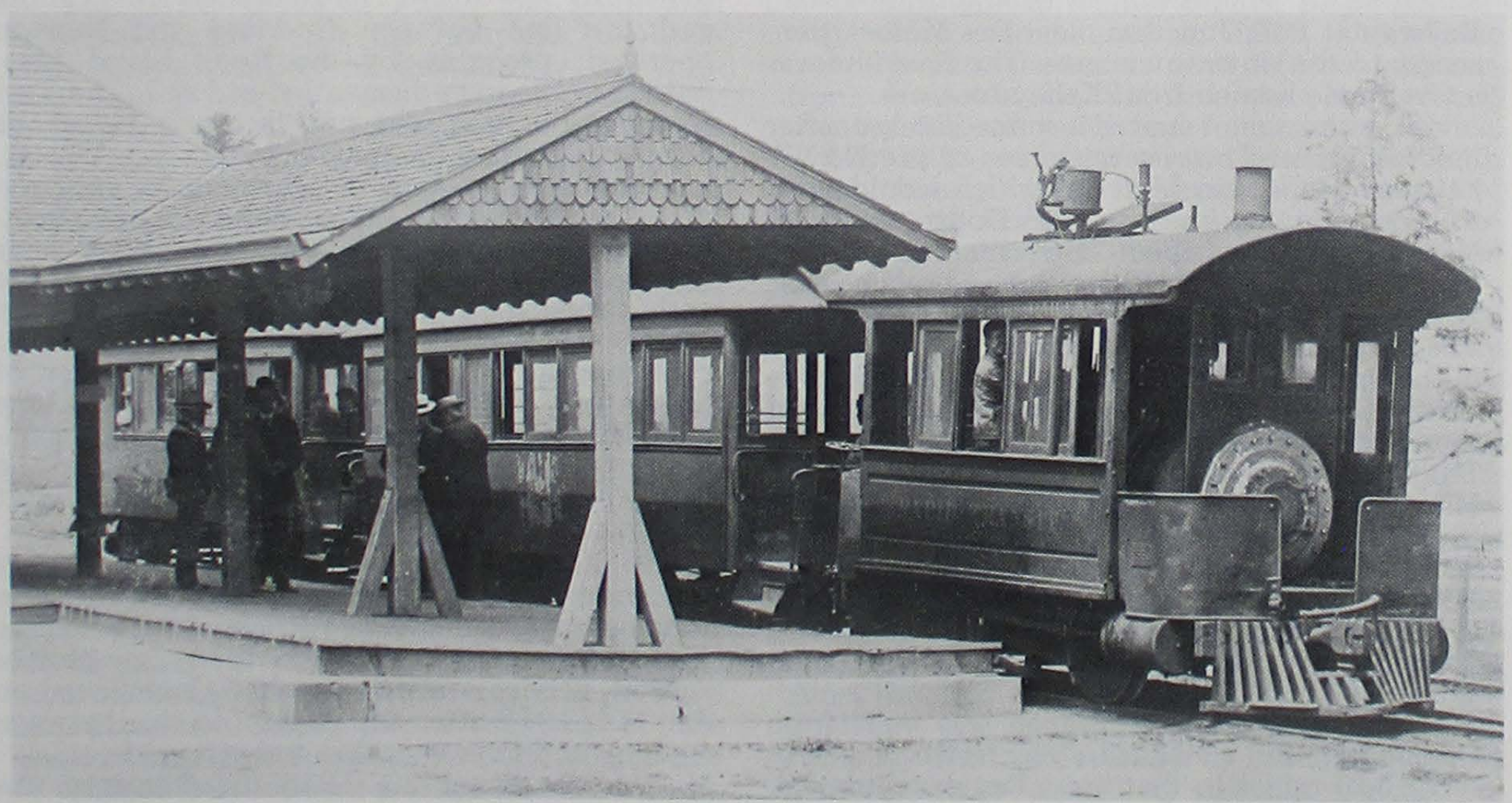
However, in September the company announced that streetcar service would not operate. Local merchants tried unsuccessfully to get service restored before Christmas. The streetcar service never resumed, and in August 1930 workmen removed the streetcar tracks.

The variety of streetcars operated in Ft. Dodge was exceeded only by the number of names by which the company operated. Car 94 was the ultimate in equipment operated in this service. William C. Janssen Collection. **The offset bolster on Car 30 suggests that this car had only two motors with the outboard axle being powered.** A. P. Butts Collection from Robert J. Levis.





Around 1910 car 90 posed on the 18th Street passing track in Ft. Dodge. There is a somewhat curious note to this photo and that is the police officer noticeably displaying his badge of authority. The night stick draped from the window further jostles the imagination. A. P. Butts photo. **Transit operations in Ames were equally unique. Locally the Ames & College Railway was known as "The Dinkey". Engine 2 was steaming through the campus on October 5, 1906.** G. W. Hickey photo from Mrs. Ruth C. Jackson. **In the same era a train loads at the campus station.** Luke R. Sinclair Collection.



Car 87 traverses a somewhat inactive Main Street, Ames, in 1911. Mrs. Ruth C. Jackson Collection.

FORT DODGE, DES MOINES & SOUTHERN

Homer Loring had dreams of a railroad empire in the west. Perhaps this is the reason why Loring, a prominent Boston banker, was willing to raise money for Hamilton Browne. A director of the Boston Street Railway, Loring was acquainted with electric railway operations. Together with Henry Poor, who was known for his Poor's Manual, a standard reference source on corporate finance, Loring incorporated the Fort Dodge, Des Moines & Southern Railroad on February 16, 1906. While the stated purpose of the company was to operate interurban service between the listed cities, the "Southern" in its name reflected dreams to build beyond Des Moines.

Three lines were proposed, each connecting with the N&NW. One line headed 23 miles north to Fort Dodge from a point 20 miles northwest of Boone. Originally known as Fort Dodge Junction the station was subsequently renamed Hope. Another line headed 25 miles south to Des Moines from a point 17 miles southeast of Boone. Now known as Midvale, this station was originally known as Des Moines Junction. A connection with the Inter-Urban Railway at Polk Junction, near Des Moines, gave access to the downtown area. The final line was a seven mile branch from Kelley to Ames.

Construction started immediately after incorporation. Thirty-seven miles of the N&NW between Hope and Midvale, which would serve to connect the lines to Ft. Dodge and Des Moines, were electrified. The remaining parts of the N&NW would be operated as branch lines. Since few problems were encountered in constructing the Des Moines line, it was completed in the fall of 1906. Mud slides along the east side of the Des Moines River delayed completion of the Fort Dodge line until the following summer. The branch to Ames was built during April and May of 1907. The purchase of the Ames & College Railway and the Fort Dodge Street Railway provided access to downtown Ames and Fort Dodge. At Fraser, a 6,000 kilowatt turbo generator was installed in a newly constructed powerhouse. Naturally, the boilers were coal-fired.

In 1909 a 1½ mile branch was built from Odgen Junction (later Niles) to North Odgen to serve coal mines in that area. Regular passenger service for the general public was never operated over this branch.

Following electrification, the remaining portions of the N&NW did not fare too well. Coal traffic fell as the mines declined and the surrounding area was not conducive to agrarian operations. Receivership resulted in 1908. When a 1200-volt trolley system became technically feasible, the line from Hope through Gowrie to Rockwell City was electrified. Conversion of the remainder of the railroad from 600 volts occurred shortly thereafter. However, it was evident that the original Newton line beyond Midvale and the branch to Colfax had little, if any, potential.

Loring purchased the N&NW in a foreclosure sale and conveyed the property to the FDDM&S on March 31, 1909 at which time the N&NW took its place in history. The Midvale-Newton segment trundled along, though surprisingly some improvements were made in 1910 that would have permitted electrification. In the summer of 1911 at least one special train took a group of prospective buyers over the line. Unable to find an interested buyer, Loring had service between Goddard and Midvale terminated in the fall of 1911. The branch from Colfax and the line between Goddard and Newton operated, probably by the Rock Island Line, until the rails were dismantled in 1917. The Fort Dodge Line itself did not fare any better, as receivership came on June 9, 1910.

During the period of receivership, improvements were made to both interurban and streetcar operations. Most notable of these projects was the replacement of the high wooden trestle with a steel trestle. Replacement of the wooden trestle was necessary as wood had a relatively short useful life due to the high acid content of the soil in the Fraser area. Installation of the huge steel structure cost only $90,000. Dismantling of the wooden trestle required 70 working days. The new structure opened for traffic at 3:00 p.m. on November 17, 1912.

In 1911 a new line was built from Ankeny to Swanwood Junction. Trackage rights were obtained over the Chicago Rock Island & Pacific Railroad from this point to their Des Moines station. Service over the new line commenced on July 14, 1912 after which the old line between Ankeny and Polk Junction was salvaged.

On November 22, 1913 the company was

reorganized out of receivership through purchase of the assets of the original company, a corporation chartered in the State of Iowa, by a corporation chartered in the State of Maine. Both corporations had the name of Fort Dodge, Des Moines & Southern Railroad Company.

In 1915 the company invoked the ire of many, especially the people of Ames who were complaining about the inadequacy of their street railway. Though in poor financial condition, the company spent $50,000 to electrify a portion of the Minneapolis & St. Louis line from the end of the branch line at North Odgen into the town of Odgen. Then, before a train ever ran over this extension, the trolley wire was torn down. Since the extension was not used, the people of Ames were of the opinion that the money would have been better spent by making improvements to their streetcar service. Some reference sources show a separate electrified line into Odgen but its existence has not been confirmed.

The second routing into Des Moines was also short lived as in 1916, only four years since the previous change, the route was altered again. This time construction started from Swanwood to a connection with the Des Moines Western Railway at Dean Avenue. The Fort Dodge line leased the tracks of the Des Moines Western on March 31, 1914, for a twenty year term. This lease was renewed on December 18, 1933 and on July 30, 1953 respectively.

Passenger trains passed the State Capitol enroute to East 7th and Court Streets. A track connection was constructed to East 6th and Walnut from where the cars operated over trackage of the Des Moines Railways via Walnut and West 2nd to the Inter-Urban Railway (later Des Moines & Central Iowa Railroad) terminal at West 2nd and Grand.

The power plant at Fraser had more than sufficient capacity for the railroad. To obtain maximum utilization of this facility the company sold power to industrial users, especially the gypsum mines. In October 1915, the Central Iowa Light & Power Company was acquired and a commercial electricity business was conducted area-wide. To equalize the power load over a 24 hour period, the railroad would operate its freight trains at night when the commercial and industrial demand was lowest.

Access to coal mines motivated the decision to purchase the Crooked Creek Railroad. Organized in 1875, this steam-powered railway operated on 9 miles of 3-foot gauge track between the coal mines at Lehigh and a connection with the Illinois Central Railroad at Judd. The line opened on October 6, 1876 using one 16-3/4 ton steam locomotive. In the middle of the 1880's, the track was widened to standard gauge (4 feet—8½ inches) and the service operated over the Webster City and Southwestern Railroad between Border Plain and Webster City. In 1892 the Crooked Creek gained control of the Webster City and Southwestern and abandoned its original line between Border Plain and Judd.

In May 1917 the FDDM&S started construction of its own line east from Cardiff Mill to connect with the former Crooked Creek Railway at Brushey. A track connection was built from this new line at Evanston to Border Plain. These lines gave the railroad the capability of serving both Lehigh and Webster City directly from Fort Dodge. The Crooked Creek's trackage between Border Plain and Brushey was salvaged. At this time the Fort Dodge Line was operating what would be its system for the next 45 years.

PASSENGER SERVICE

Ten handsome wood cars of traditional interurban design were built by Niles Car Company in 1907. They were delivered without any electrical equipment being installed. Shop personnel at Boone installed the electrical equipment. Prior to entering revenue service, they were put on display at Boone.

Reportedly car 66 had a railway post office compartment in what normally would have been the baggage compartment. The car made a daily roundtrip from Des Moines in the morning and returned from Fort Dodge in the afternoon. The service lasted for about one year around 1910.

Luxury mainline service was provided by a parlor-observation car that was purchased in 1912. A second parlor-observation car was purchased in 1916. For the modest fare of 25 cents, one could travel in splendid comfort while being attended to by the assigned porter.

Four center-entrance cars provided passenger service. The first two cars were equipped for passenger service in the company shops and used on the Rockwell City (car 50) and Ames (car 52) branches. Two new cars, numbers 54 and 56, were purchased in 1916 for use in the Webster City and Lehigh branch passenger service which commenced in 1917. Unlike the mainline cars these cars were of steel construction. However, in 1916 one steel sheated car, number 62, was purchased for mainline service.

By 1918 passenger service reached its zenith when hourly trains operated between Des Moines and Boone with connecting service to Ames. Train service ran every two hours between Boone and Fort Dodge.

Passenger services on the branch lines did not last long. Service to Lehigh and Webster City terminated in 1925. The Hope-Rockwell City run survived but one year longer, being replaced by buses on August 26, 1926. Bus service was provided by the Fort Dodge, Des Moines & Southern Transportation Company, a subsidiary of the railroad. On October 16, 1927 this company started bus service between Des Moines and Fort Dodge via Ames in competition with the trains, to prevent some other bus operator from doing so. Rail service on the Ames branch was terminated in 1928, as the duplicate service was not justified. The bus company was sold in 1931 to Interstate Transit Lines, then a subsidiary of the Chicago &

Northwestern Railway.

Following World War I, the competing influences of automobiles and bus services caused utilization of the trains to decrease. Accordingly, schedules were continually pared until four trains a day were scheduled each way during the late 1920's.

Parlor car service lasted until the winter of 1931-1932 when it ended, literally, in the middle of a trip. On a bitter cold day the final trip departed from Des Moines. Near Boone a raging blizzard added to the heavy snow already on the ground. The clearance to operate from Des Moines instructed the conductor, A.P. Butts, to stop at Wagner, a few miles north of Ankeny, and call for further train orders.

At Wagner, Butts was instructed to leave the parlor car since the dispatcher believed the motor car could not both tow the trailing parlor car and fight the drifting snow. While the porter drained the water tanks, the ten parlor car passengers were escorted to the coach seats of the motor car. As the train approached Boone, the motor car plowed its way through four and five foot snow drifts hundreds of feet long. Had the motor car been pulling the parlor car it probably would have stalled. The next day showplows cleared the line and a northbound freight train brought the parlor car from Wagner to Boone where it was stored for years.

Financial problems continued to plague the company. On February 18, 1930, the Ft. Dodge Line re-entered receivership under the operation of a trustee until October 10, 1939. Plans for reorganization were presented at that time to the Interstate Commerce Commission; however, it was not until October 17, 1942 that a plan, submitted by ICC itself, was accepted by the U. S. District Court at Des Moines. The property was returned to private control on May 1, 1943 to an Iowa corporation, the Fort Dodge, Des Moines & Southern Railway Comapny, incorporated for that purpose on November 13, 1942.

During this period of receivership, operating changes were made. Passenger train service was reduced to two daily roundtrips on February 24, 1935. Operations over street trackage came to an end. In Des Moines, service was cut-back to a small station at the foot of Capital hill on January 1, 1938. The last remnant of street trackage in Fort Dodge was abandoned in the summer of 1940. Originally Central Avenue was paved with yellow pine wooden blocks. However, constant battering from traffic caused the blocks to shift after rain storms, consequently the city decided to repave the street with concrete and remove the rails at the same time. A loop and station were built near the freighthouse at the end of private right-of-way and the passenger trains were cut back to that point.

It was also during this period that the passenger cars were rebuilt into a very distinct style. The original clerestory roof was replaced with an arch roof while the classic arch windows were blocked out. An interesting solution answered the problem of not being able to obtain the 6 x 8 timber used in the underframes. Creosoted line poles were brought into the shop and cut to size by the carpenters. The last phase of the project saw the complete rewiring of the cars. This rebuilding project spanned a period of several years until completion of the electrical work in 1941.

Due to increased traffic during World War II, service increased to four daily roundtrips. This schedule remained in effect until July 9, 1950, when the level of service returned to two daily roundtrips.

Permission to abandon passenger service was granted by the Iowa Commerce Commission in1952. Surprisingly, the trains continued to run even though they could have been removed at any time at the option of the railroad management.

Sunday, June 20, 1954, will be a day long remembered in the history of the railroad. Retired conductor Albert Parks Butts has vividly chronicled the story. Butts left Fort Dodge on the 4:00 p.m. run expecting a normal trip to Boone and return. Despite mild, sunny weather at Boone the dispatcher reported that the northbound train was being held south of Ankeny. A torrential rain had washed out 40 feet of ballast. Sectionmen had been called to crib up the track to allow the train to pass. Instead of meeting at Boone, the trains finally met at Ankeny. The crews exchanged trains and headed back to their respective terminals.

Upon returning to Boone, Butts was informed that heavy rains had fallen at Fraser and to the north. His train was stopped by a section foreman who had discovered a partial washout. After thoughtful consideration, the passengers were unloaded and the car inched across the shaky track. The vibration of the car caused the entire fill to collapse behind the car, leaving only the rails to span a ten-foot-deep gash in the right-of-way.

Through intense rain train number 3 moved on. Visibility was limited to less than 100 feet. Near Summit they were again stopped by a section foreman who then walked ahead of the train, probing the ballast for washouts. Train number 3 literally forded this section as there was three inches of rapidly flowing water over the rails. Arrival at Fort Dodge was just before midnight—five hours late!

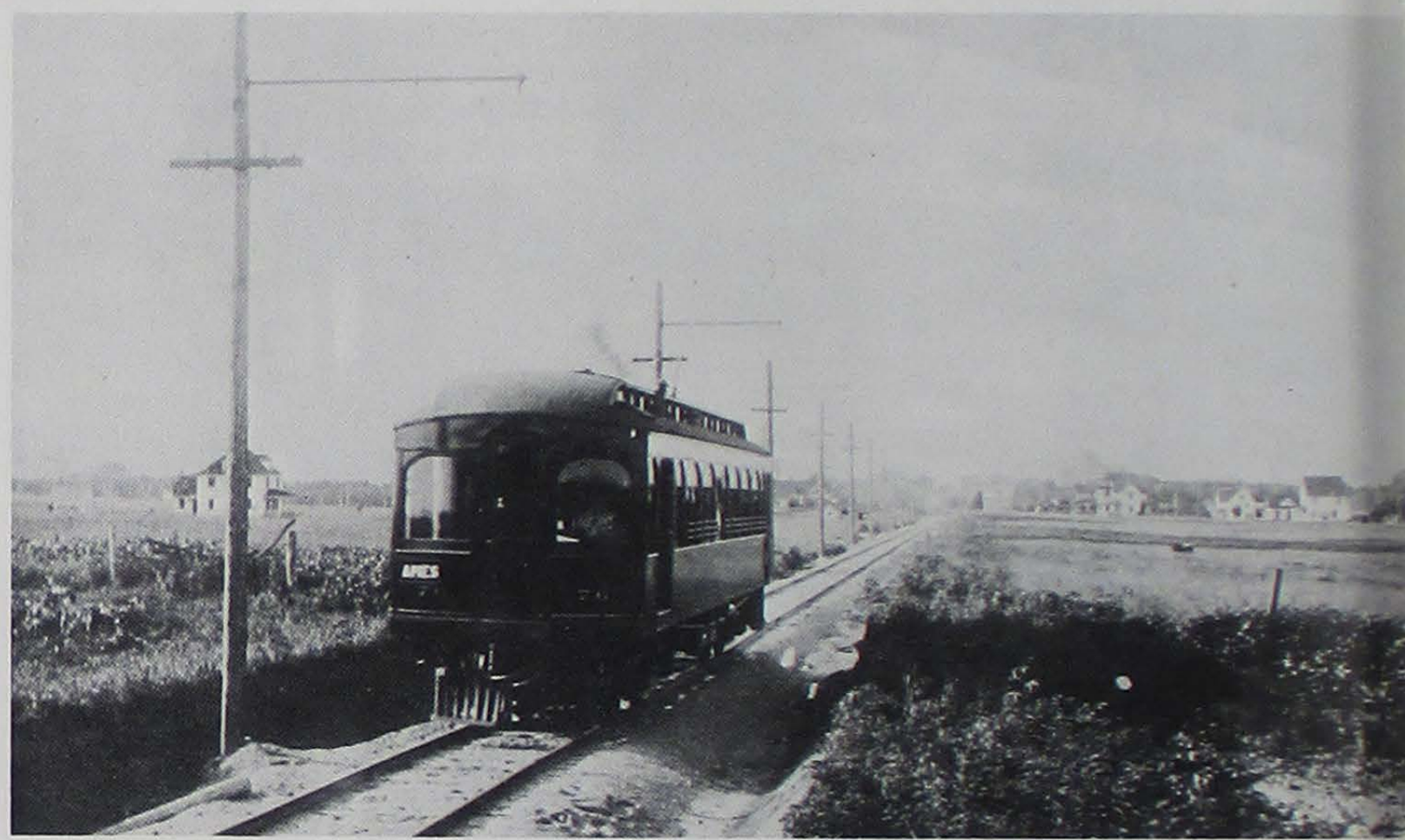
When the crews reported for work the following morning, they learned that the entire railroad had been shut down. The power plant at Fraser was under eight feet of water. The fuel line to the boilers had been shut off when the water rose so the railroad as well as the surrounding area were without power. Damage to the boilers themselves was slight as they had cooled down before the water entered the powerhouse; however, the rest of the facility had to be completely rehabilitated. Regular passenger service did not resume until November 21,

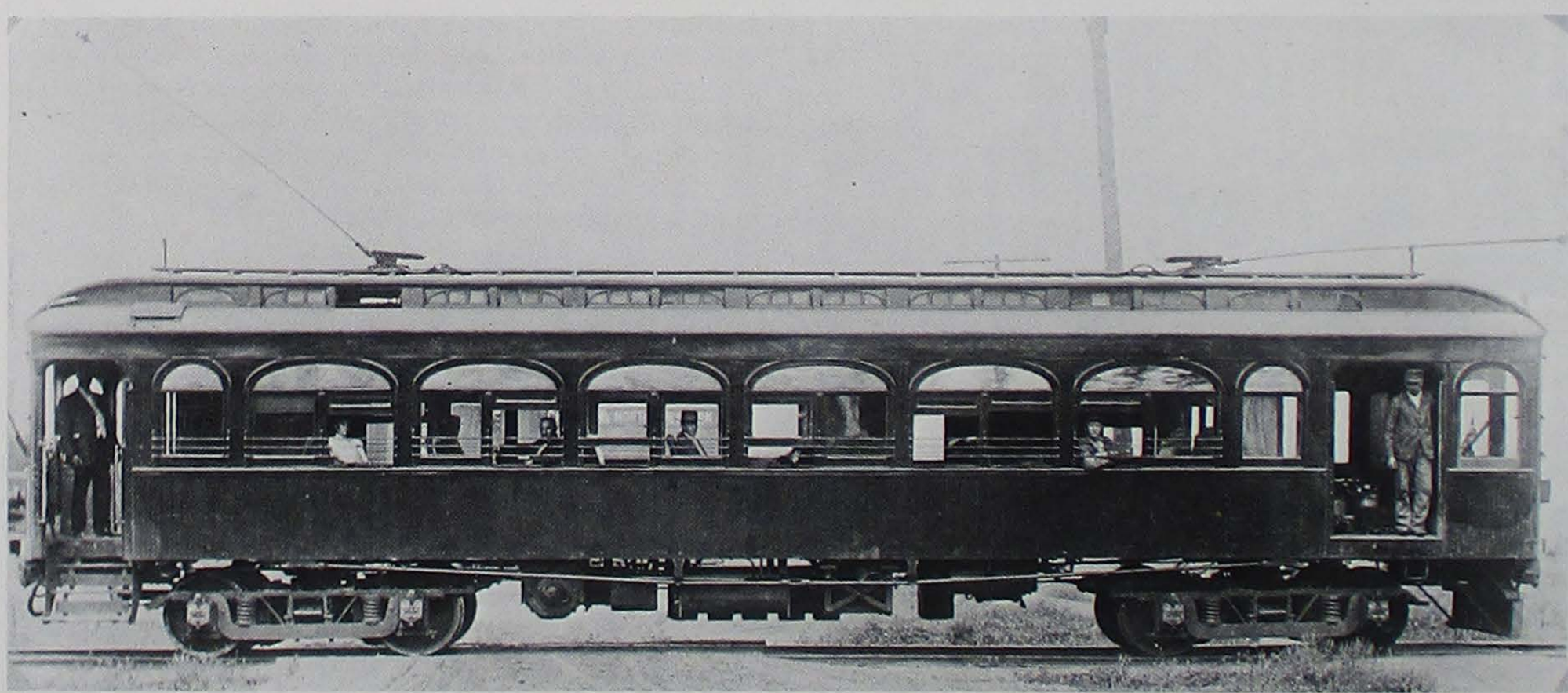
1954. When service did resume, it was but one roundtrip which started in Boone and operated to Fort Dodge, then to Des Moines and back to Boone. The five-month service suspension had caused the loss of the mail contract and express business. Cars 66, 74 and 82 were put into storage. Service was provided by the remaining two cars, 62 and 72, which operated on alternate days.

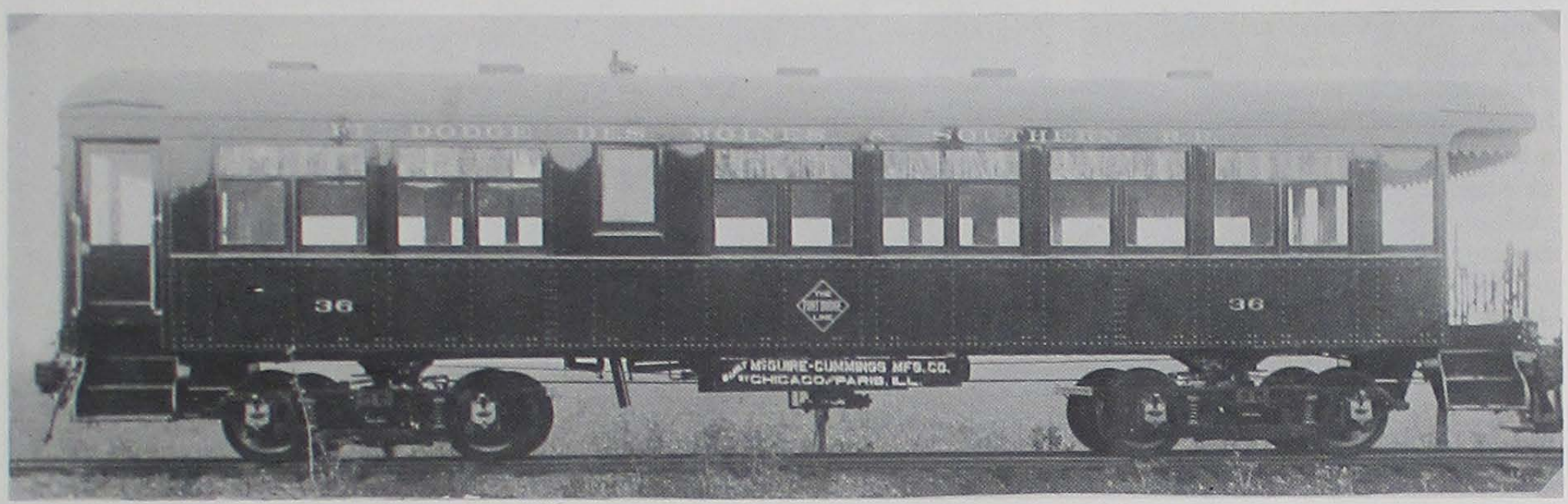
On June 22, 1955 notice of abandonment was posted. The Commerce Commission, noting no objections, stated that the last day of service could be August 14. However, Arthur P. Wheelock, the company's president, announced that, for the benefit of railfans and others interested in riding one of that last operating interurbans, service would be provided until August 31, 1955. And as if this was not opportunity enough to ride the line, a railfan excursion was operated on September 11, 1955. On that day the big yellow interurban cars bowed out on a gracious note.

Even in the good old days things were not necessarily on schedule. On what appears to be opening day, June 29, 1907, car 76 arrives in Ames. In those days Main Street was known as Onandago Street. The condition of the track is something to behold. Mrs. Ruth C. Jackson Collection. **The track and street conditions have been improved considerably by the time this unidentified interurban car was unloading in Ames. An accommodating conductor is standing in the vestibule allowing his passengers to detrain from either side. Note the local streetcar in the background.** Luke R. Sinclair Collection.

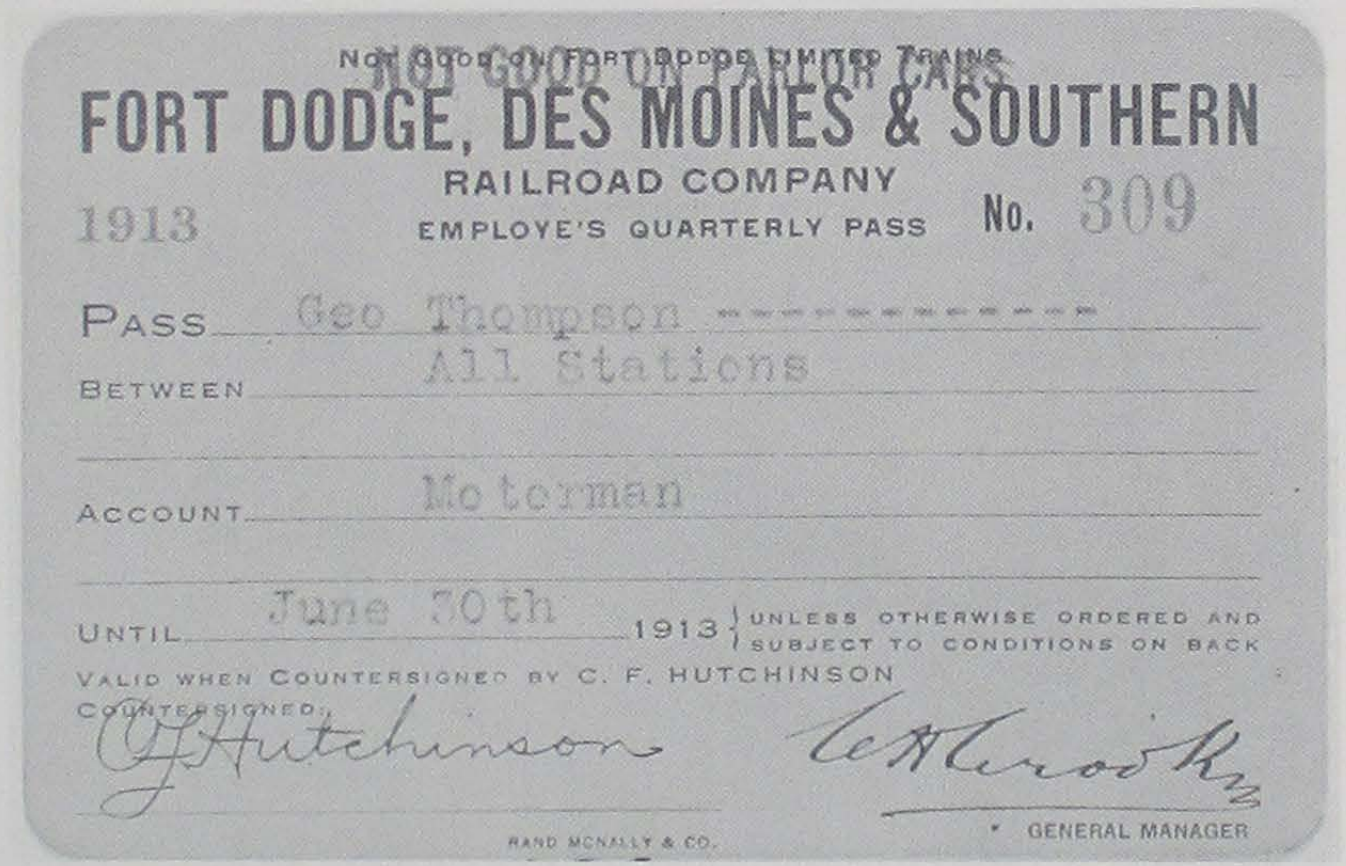
Sprinkler wagons were used in attempts to control dust in the days before paving. 78 is prepared to leave Ames. Note the crown in the roadway as a result of laying the interurban tracks on the then existing street grade. Around 1910, 76 is rolling eastward toward Ames. In the background is what was then known as the Iowa Agricultural College. Today this school is the well respected Iowa State University. Both photos Mrs. Ruth C. Jackson Collection. **The financial condition of the railroad did not provide for repainting of the cars. We cannot determine the car number but this is representative of the cars after a few years of operation.** George Krambles Collection.





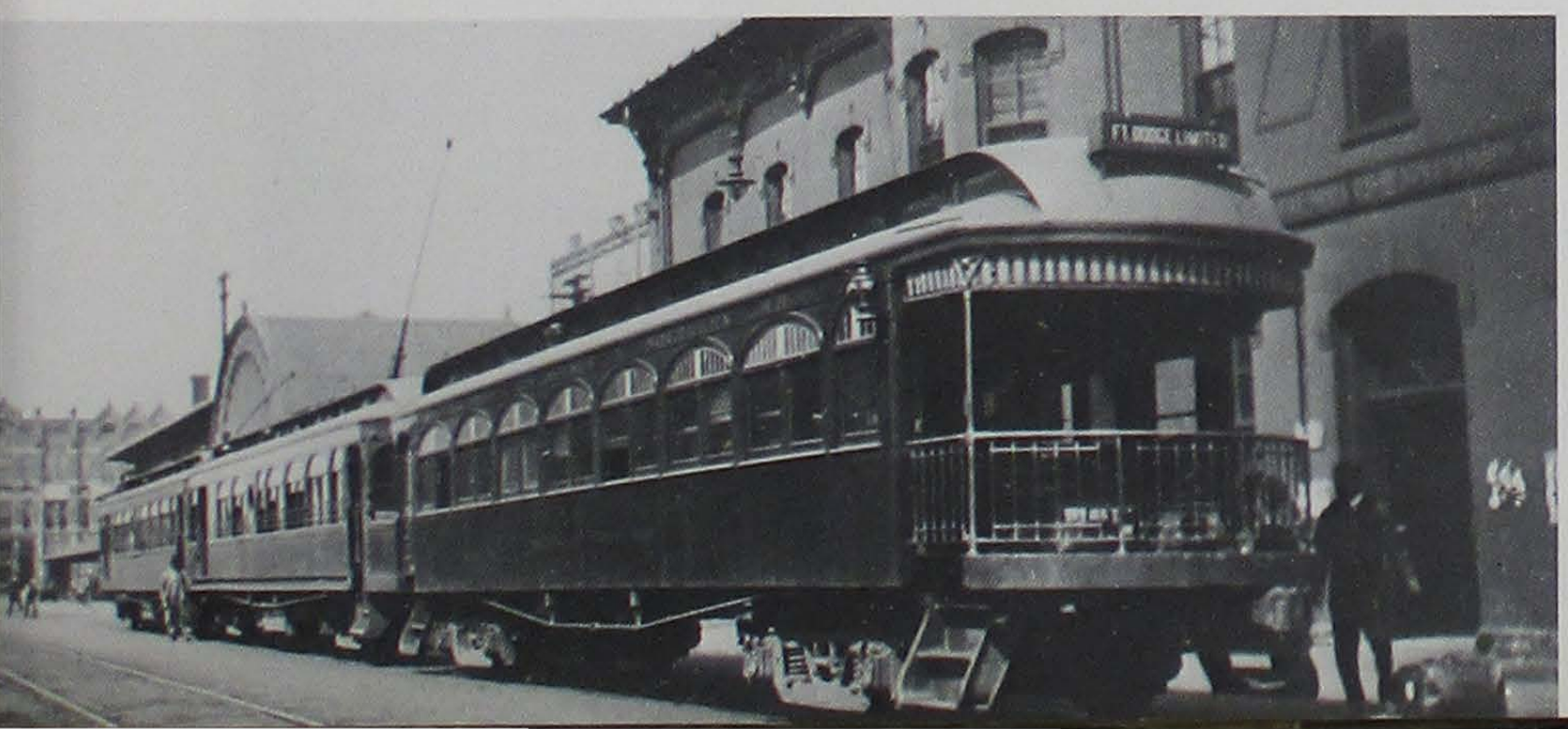


In more prosperous days car 80 loads in Ames. Above: The ultimate in parlor cars on The Fort Dodge Line was car 36. Unfortunately its service life was short-lived. Both photos George Krambles Collection. Left: A 1913 pass from the Ralph Cooper Collection. **Below: Parlor car passengers are being loaded at the Rock Island Depot in Des Moines. Parlor car 34 was the original parlor car on the line.** A. P. Butts photo from Edward H. Meyers.

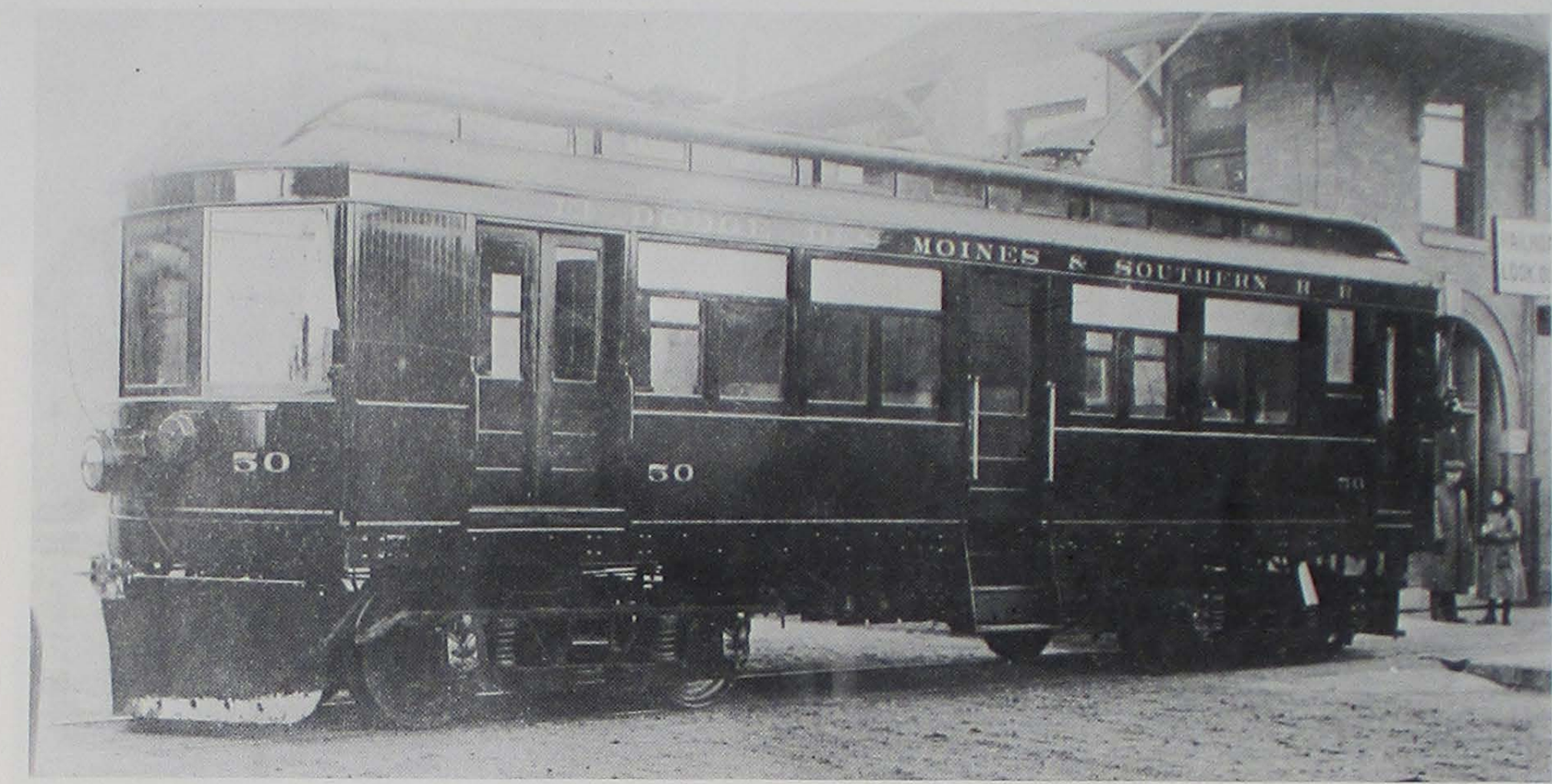

NOT GOOD ON FORT DODGE LIMITED TRAINS
NOT GOOD ON PARLOR CARS

FORT DODGE, DES MOINES & SOUTHERN
RAILROAD COMPANY
1913 EMPLOYE'S QUARTERLY PASS No. 309

PASS Geo Thompson
BETWEEN All Stations
ACCOUNT Motorman
UNTIL June 30th 1913 } UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK
VALID WHEN COUNTERSIGNED BY C. F. HUTCHINSON
COUNTERSIGNED: C F Hutchinson
GENERAL MANAGER
RAND MCNALLY & CO.



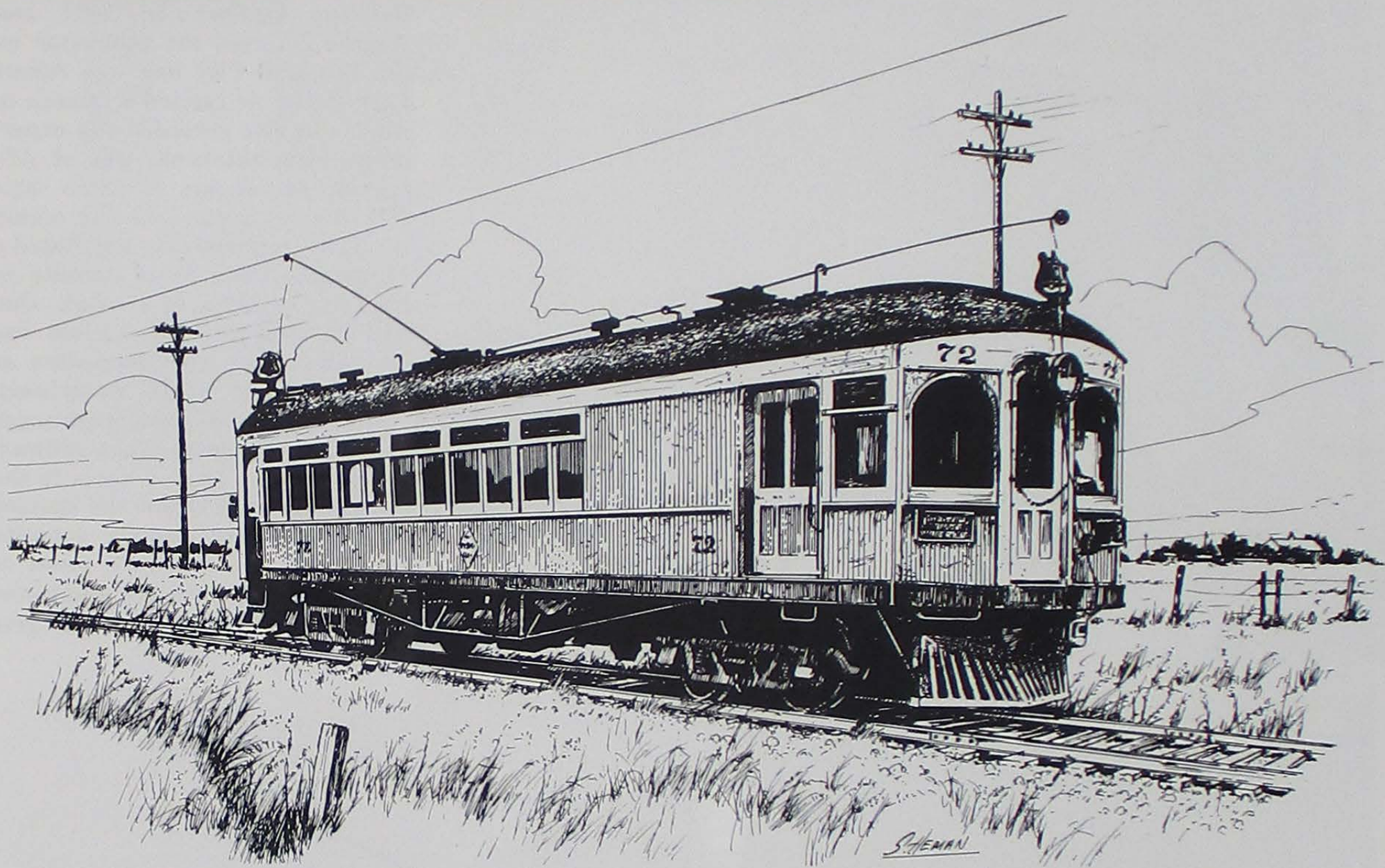
Car 52 was assigned to the Ames Branch. George Krambles Collection. **Middle: Car 52 is at Boone in 1912.** Stephen D. Maguire Collection. **Conductor A.P. Butts stands in front of his charge in 1912.** A.P. Butts photo from Edward H. Meyers.



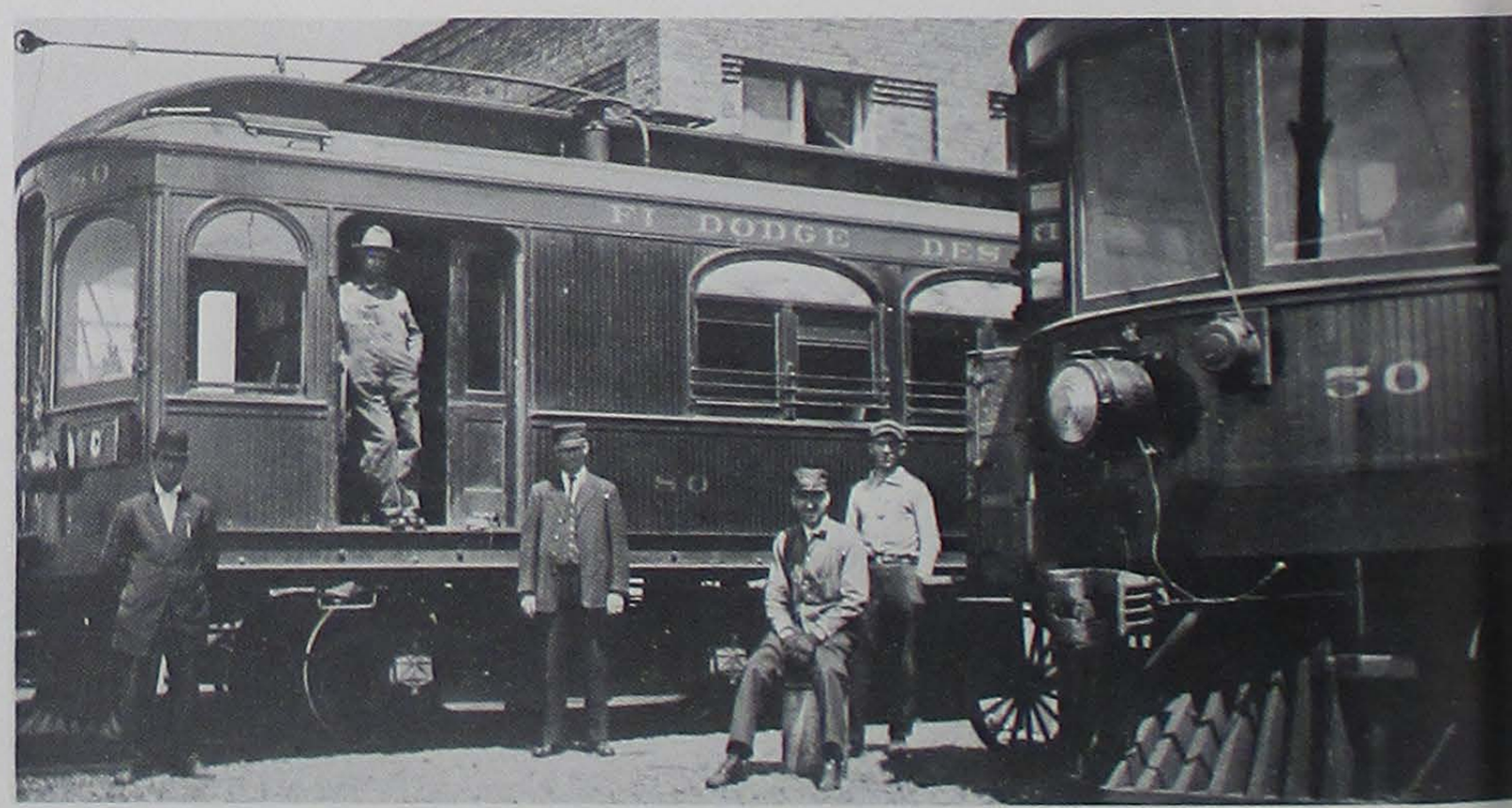
Snow has always been a problem in Western Iowa; however, the winter of 1912 was an incredible one. Electric and steam power combine to clear the way through Huxley. Middle: Car 66 stops for passengers at Ericson. Express motor 84 is in the clear on the industrial track. Both photos Industrial Photo Service. **In a classic photo, car 66 poses in the snow.** All photos George Krambles Collection.

Between October 11, 1911 and August 26, 1926 the conductor on the Rockwell City line was Albert Park Butts. Al carried a camera to work and also recorded his experiences in a notebook. One of Al's regular passengers in those days was Homer Loring. Loring would travel to Rockwell City and board a Milwaukee Road Train enroute to his summer home at Okoboji. One day the train from Des Moines was late. Ordinarily the connection at Rockwell City would be missed. However a good general manager called the Milwaukee. The Milwaukee Road train backed down to the Fort Dodge Line Depot and spotted their dining car directly opposite the station. The steward stood at the step stool, with the conductor several cars ahead, ready to give the highball.

In the waning days of steam operations, 16 steams out of Boone. A. P. Butts photo from Edward H. Meyers. **The ultimate in the Fort Dodge Line passenger equipment is captured by the artist's pen.** Sumner Heman drawing.

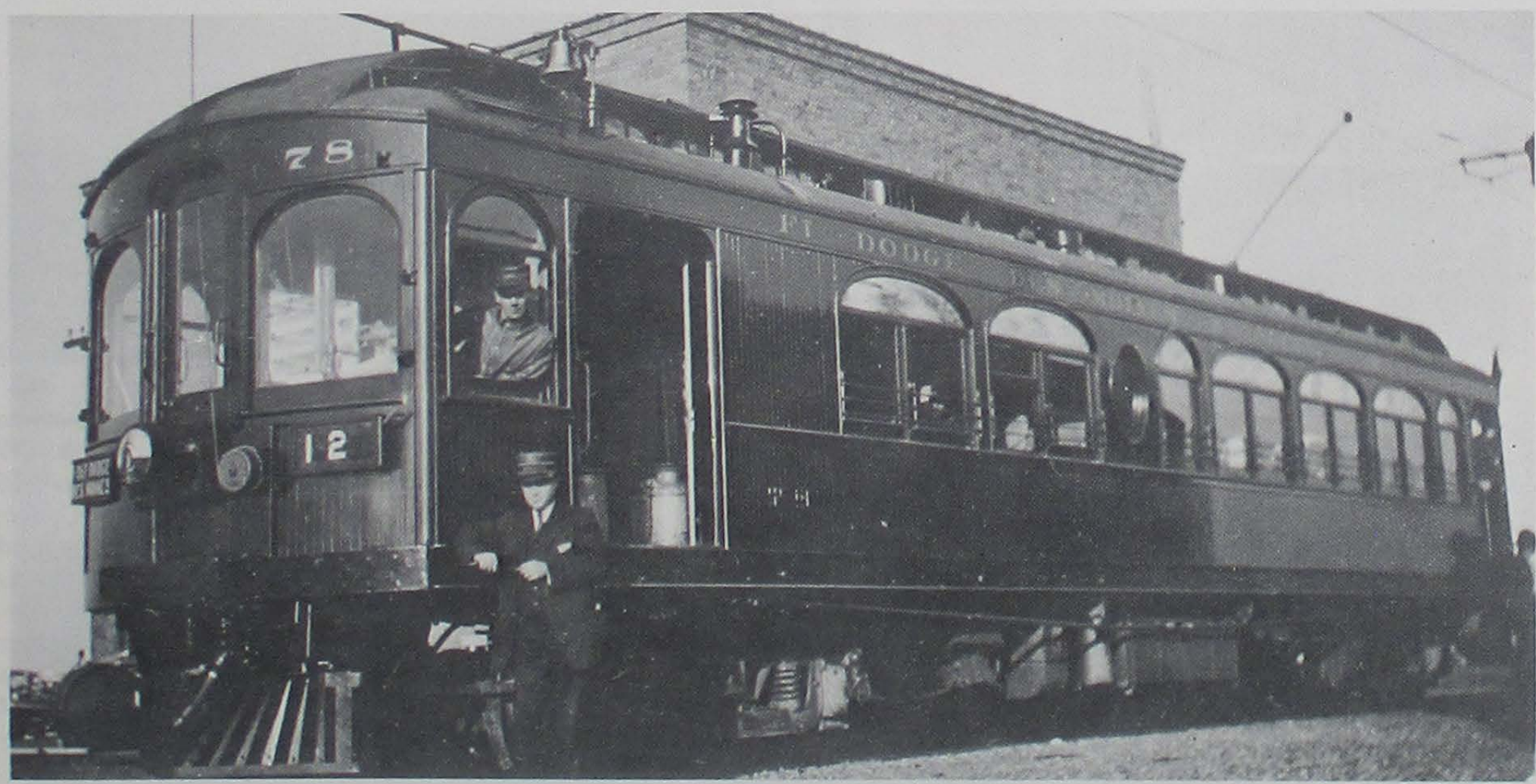


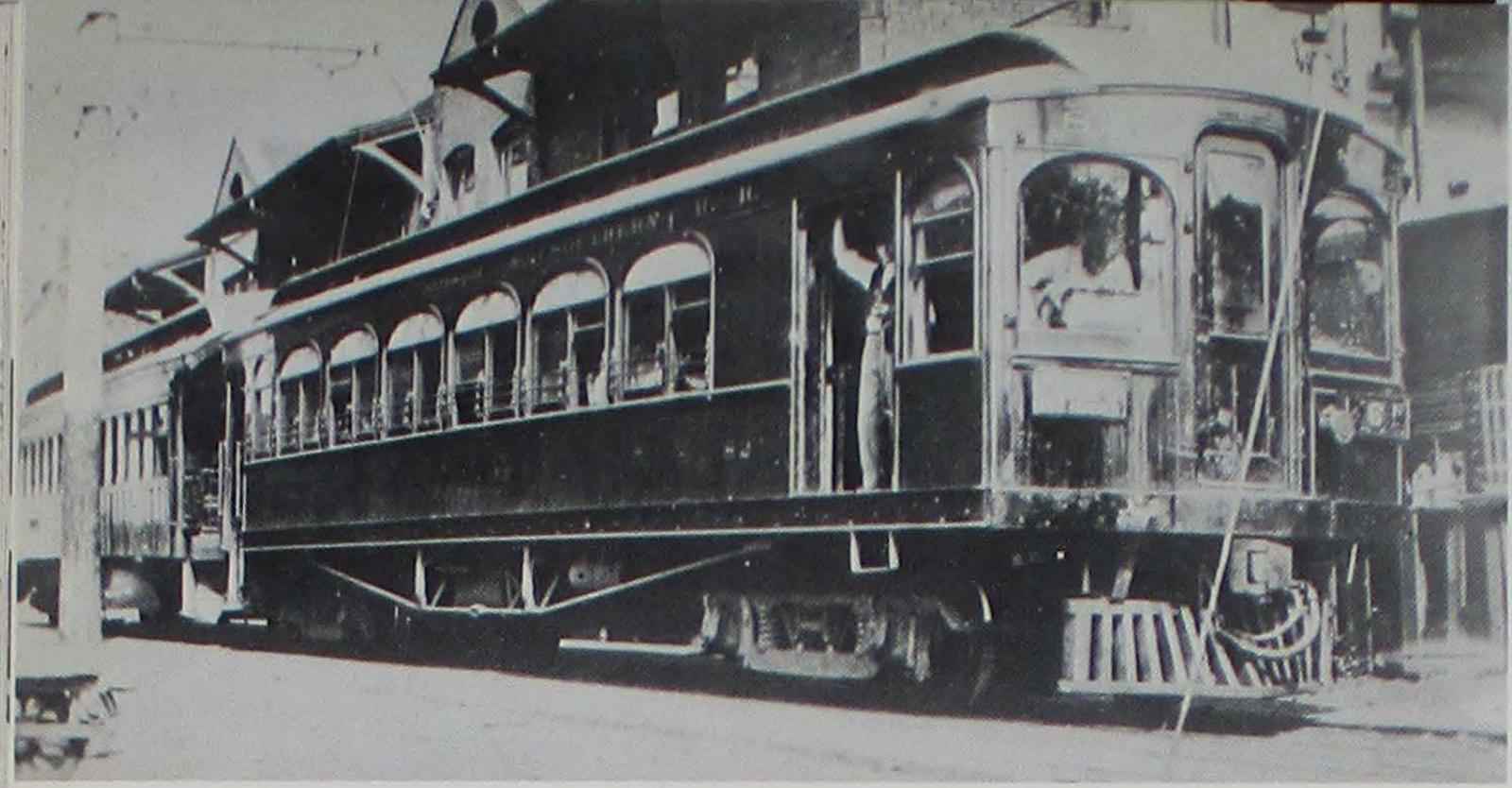
Branchline meets the mainline at Hope. Originally known as Ft. Dodge Junction, this was the eastern terminus of the Rockwell City run. Car 80, en route to Ft. Dodge, transfers Rockwell City traffic to Car 50. This tranquil scene dates to the 1912 era. One of the self assigned duties of the General Manager in those days was to accompany Homer Loring to this station when Loring was traveling to his summer home. At Hope the "G. M." would transfer Loring's large wicker parlor car chair to the front of car 50. Loring, like most railfans, liked to ride with the motorman. A. P. Butts photo from Edward H. Meyers.

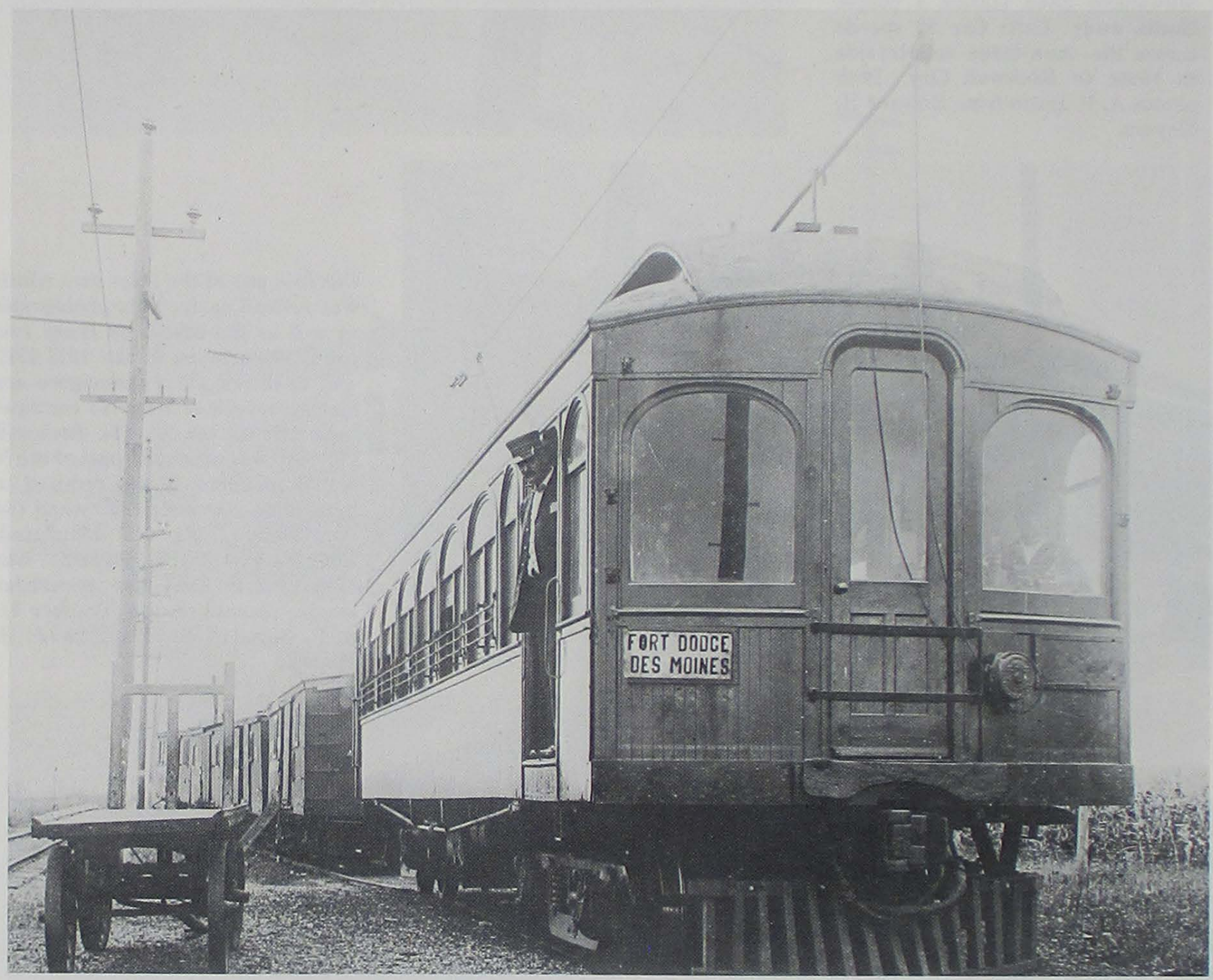


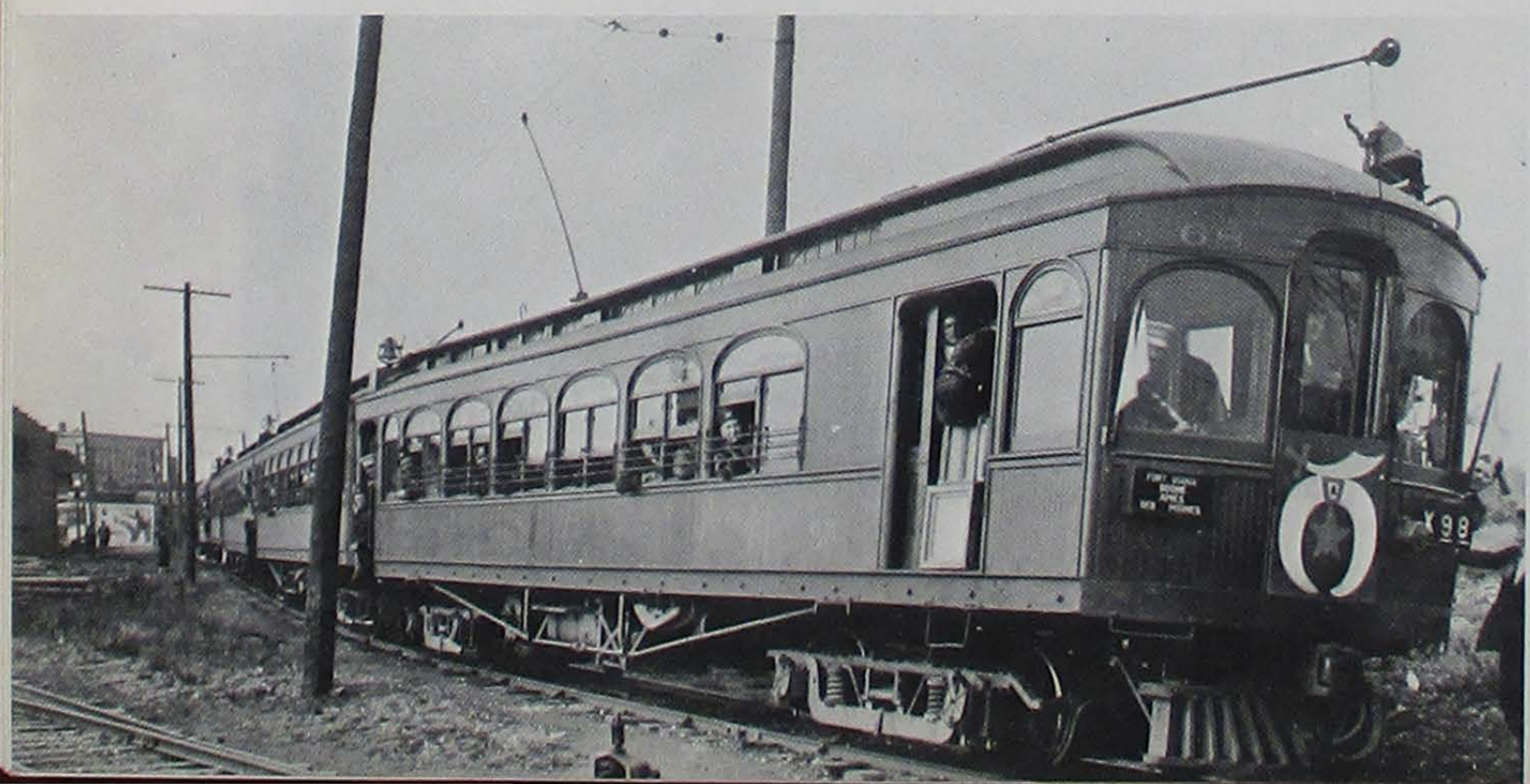
General Manager C. H. Crooks was ordinarily very strict on rules; however, he would slyly mention that it would be acceptable to "steal" a couple of minutes at Rinard if no passengers were in sight. With this official protection and not too many stops, car 50 could arrive at Rockwell City as much as five minutes early. Mr. Loring would then have ample time to stroll to the Milwaukee Road station a couple blocks away. Left: Car 50 speeds across the snow-laden countryside en route to Rockwell City. Both photos A. P. Butts from Edward H. Meyers.

Car 78 is one of the Niles cars which was retired early. This photograph as well as the others on these two pages were taken in the 1911-1912 era. Rockwell City passengers are leaving car 78 at Hope to continue their trip on car 50. The Rockwell City line was originally part of the N & NW mainline. It was reduced to branchline status in 1907 when the Fort Dodge Line was completed. The Rockwell City branch was electrified in 1911 and passenger service started on that October 11. A. P. Butts photo from Edward H. Meyers.





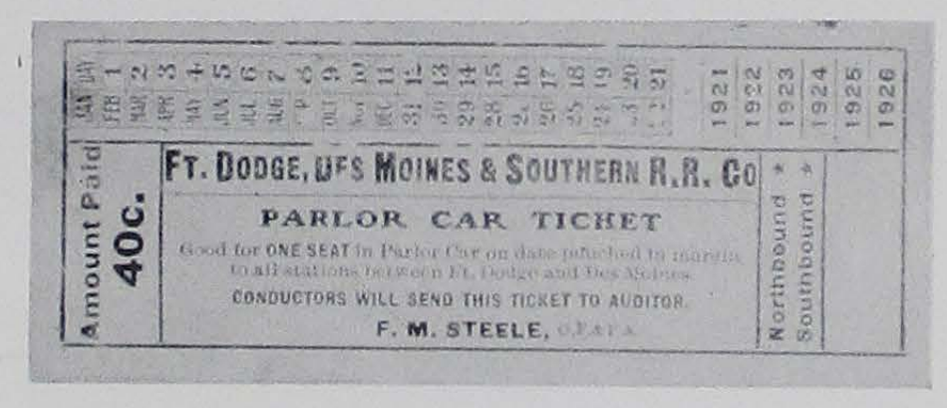




Car 82 is followed by a former steam railroad coach, possibly ex N & NW 62, used as a trailer. This pre-1916 view is at Boone. Ed Frank Collection. **Car 64 is "in the hole" around 1912. Unfortunately the location is not identified.** Industrial Photo Service from the George Krambles Collection. **In 1914, car 68 leads a five car Shriners' Special out of Boone.** Edward H. Meyers Collection from Ralph Cooper.

The "stranger" in the mainline passenger car fleet was car 62. This "one-of-a-kind" car was of wooden construction with steel sheathing to the belt rail. On July 13, 1940 car 62 pauses on the Des Moines River Bridge. This bridge is just south of Fort Dodge near Shady Oak. Wallace A. Rogers photo from the William C. Janssen Collection. **In regular service during 1937, car 62 approaches Ankeny.** Robert V. Mehlenbeck photo. **In the later years passenger service terminated at 14th Street and 1st Avenue South, Fort Dodge. On September 3, 1949 car 66 is preparing for a trip to Des Moines.** Robert W. Gibson photo.

The variations between 62 and the Niles cars is well illustrated. Basil Koob photo from William D. Middleton collection. **Despite the fact it is May, the spring floods of 1951 are still very evident. Car 62 approaches the YMCA camp near Boone.** William C. Janssen photo. Timetable issued August 1, 1943 from Joseph M. Canfield Collection.

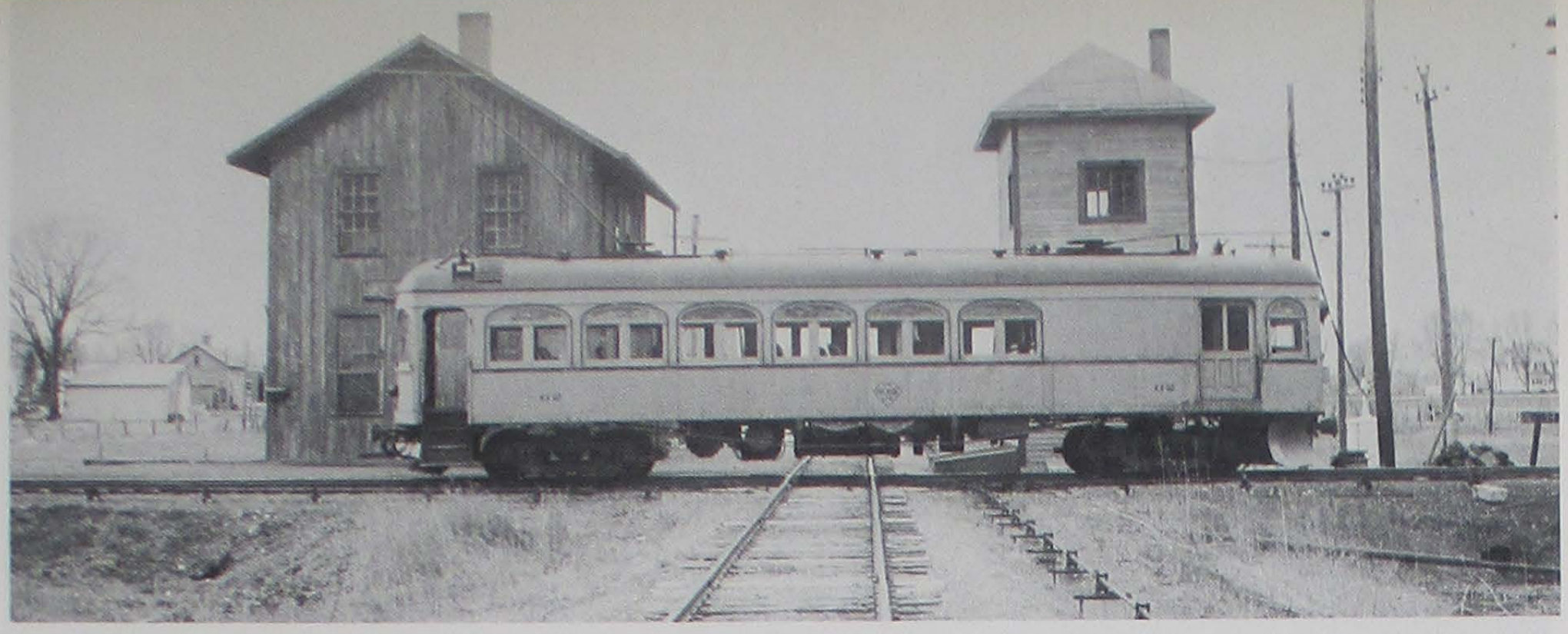


Corrected to February 24, 1935

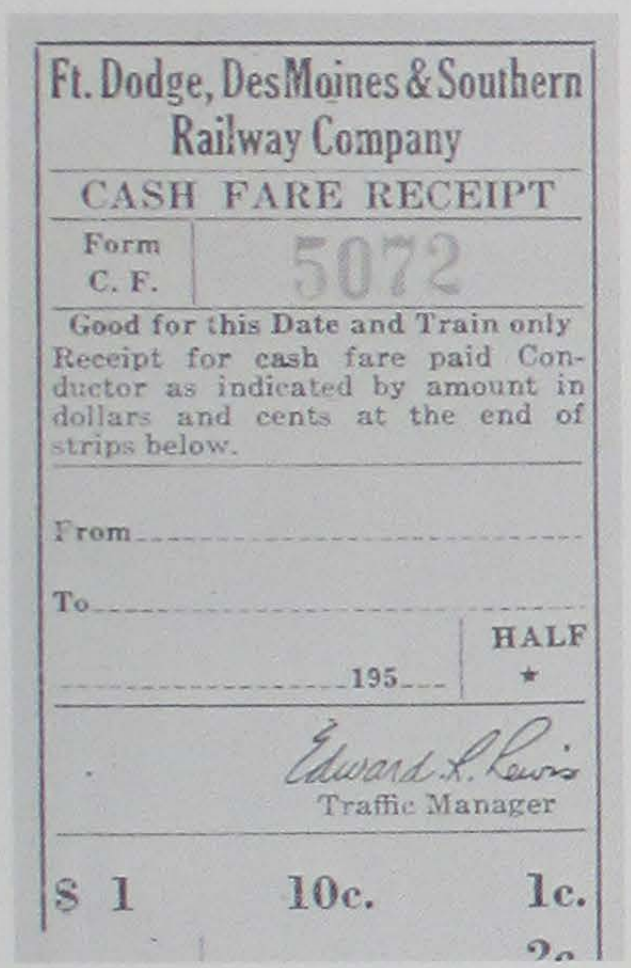
FORT DODGE—BOONE—DES MOINES

South Bound				North Bound	
No. 4 Daily	No. 2 Daily	Miles	TRAIN SCHEDULE	No. 1 Daily	No. 3 Daily
pm	am			am	pm
4:00	7:00	.00	Lv Fort Dodge_____Ar	10:00	7:00
f4:12	f7:12	4.17	___Shady Oak_____	f9:47	f6:47
f4:19	f7:19	7.04	___Roberts_____	f9:40	f6:40
f4:25	f7:25	11.06	___Lundgren_____	f9:34	f6:34
f4:30	f7:30	14.04	___Palm Grove_____	f9:29	f6:29
4:36	7:36	18.32	___Harcourt_____	9:23	6:23
4:41	7:41	22.22	___Hope_____	9:18	6:18
4:47	7:47	26.34	___Boxholm_____	9:12	6:12
4:57	7:57	31.25	___Wolf_____	9:03	6:03
5:05	8:05	34.37	___Fraser_____	8:55	5:55
5:25	8:25	42.55	Ar Boone_____Lv	8:35	5:35
5:30	8:30	____	Lv Boone_____Ar	8:30	5:30
f5:40	f8:40	48.31	___Ericson_____	f8:19	f5:19
f5:48	f8:48	53.46	___Napier_____	f8:10	f5:10
5:55	8:55	56.62	___Kelley_____	8:05	5:05
f6:00	f9:00	60.06	___Midvale_____	f7:58	f4:58
6:06	9:06	62.49	___Huxley_____	7:53	4:53
6:14	9:14	67.46	___Alleman_____	7:46	4:46
6:25	9:25	73.68	___Ankeny_____	7:35	4:35
f6:29	f9:29	75.76	___Oralabor_____	f7:30	f4:30
f6:35	f9:35	79.39	___Swanwood_____	f7:24	f4:24
6:48	9:48	*84.94	___East Des Moines____	f7:12	f4:12
6:55	9:55	*85.78	Ar Des Moines_____Lv	7:05	4:05
pm	am		f. Flag stop.	am	pm

*For freight use East Des Moines mileage.



In May, 1951 car 62 sits astride the Chicago & Northwestern branchline at Harcourt. William C. Janssen photo. Timetable issued February 24, 1935 from Joseph M. Canfield Collection. **The bridges between Ft. Dodge and Boone were substantial structures. 62 is crossing the Des Moines River in May 1951.** William C. Janssen photo.



Ft. Dodge, Des Moines & Southern Railway Company

CASH FARE RECEIPT

Form C. F. 5072

Good for this Date and Train only

Receipt for cash fare paid Conductor as indicated by amount in dollars and cents at the end of strips below.

From _____

To _____

_____ 195___ HALF ★

Edward L. Lewis
Traffic Manager

$ 1 10c. 1c.

PASSENGER TRAIN SERVICE

FORT DODGE—BOONE—DES MOINES

Corrected to August 1, 1943

SOUTH BOUND

Miles	STATIONS	No. 2 Daily	No. 4 Daily	No. 6 Daily	No. 8 Daily
		am	am	pm	pm
.0	Lv. Fort Dodge	7:00	10:00	1:00	4:00
4.8	Lv. Shady Oak	f7:12	f10:12	f1:12	f4:12
6.8	Lv. Roberts	f7:19	f10:19	f1:19	f4:19
10.9	Lv. Lundgren	f7:25	f10:25	f1:25	f4:25
13.8	Lv. Palm Grove	f7:30	f10:30	f1:30	f4:30
18.1	Lv. Harcourt	7:36	10:36	1:36	4:36
22.0	Lv. Hope	7:41	10:41	1:41	4:41
26.1	Lv. Boxholm	7:47	10:47	1:47	4:47
31.1	Lv. Wolf	7:57	10:57	1:57	4:57
34.2	Lv. Fraser	8:05	11:05	2:05	5:05
42.4	Ar. Boone	8:25	11:25	2:25	5:25
	Lv. Boone	8:30	11:30	2:30	5:30
48.0	Lv. Ericson	f8:40	f11:40	f2:40	f5:40
53.3	Lv. Napier	f8:48	f11:48	f2:48	f5:48
56.4	Lv. Kelley	8:55	11:55	2:55	5:55
59.9	Lv. Midvale	f9:00	f12:00	f3:00	f6:00
62.3	Lv. Huxley	9:06	12:06	3:06	6:06
67.3	Lv. Alleman	9:14	12:14	3:14	6:14
73.5	Lv. Ankeny	9:24	12:24	3:24	6:24
75.6	Lv. Oralabor	f9:28	f12:28	f3:28	f6:28
79.2	Lv. Swanwood	f9:33	f12:33	f3:33	f6:33
84.8	Ar. East Des Moines E. Seventh & Court	9:50	12:50	3:50	6:50
		am	pm	pm	pm

f. Denotes flag stop.

Industrial

There are many excellent locations and facilities for manufacturers who desire to expand or improve factory conditions to be found in Fort Dodge, Boone, Des Moines, Ames, Rockwell City, and Webster City.

Industries, desiring locations where the question of cheap fuel, water, and power is important, can secure detailed information by communicating with

C. H. Crooks, *President and General Manager*
I. M. Steele, *Traffic Manager*

1016 Story Street Boone, Iow.

* * *

Buying War Bonds and Stamps is not only a good way to save, but it helps to win the war and preserve those things we cherish most.

PASSENGER TRAIN SERVICE

DES MOINES—BOONE—FORT DODGE

Corrected to August 1, 1943

NORTH BOUND

Miles	STATIONS	No. 1 Daily	No. 3 Daily	No. 5 Daily	No. 7 Daily
		am	am	pm	pm
.0	Lv. East Des Moines E. Seventh & Court	7:00	10:05	1:05	4:05
5.6	Lv. Swanwood	f7:12	f10:17	f1:17	f4:17
9.2	Lv. Oralabor	f7:17	f10:22	f1:22	f4:22
11.3	Lv. Ankeny	7:22	10:27	1:27	4:27
17.5	Lv. Alleman	7:31	10:36	1:36	4:36
22.5	Lv. Huxley	7:38	10:43	1:43	4:43
24.9	Lv. Midvale	f7:43	f10:48	f1:48	f4:48
28.4	Lv. Kelley	7:50	10:55	1:55	4:55
31.5	Lv. Napier	f7:55	f11:00	f2:00	f5:00
36.8	Lv. Ericson	f8:04	f11:09	f2:09	f5:09
42.4	Ar. Boone	8:15	11:20	2:20	5:20
	Lv. Boone	8:25	11:25	2:25	5:25
50.6	Lv. Fraser	8:45	11:45	2:45	5:45
53.7	Lv. Wolf	8:53	11:53	2:53	5:53
58.7	Lv. Boxholm	9:02	12:02	3:02	6:02
62.8	Lv. Hope	9:08	12:08	3:08	6:08
66.7	Lv. Harcourt	9:13	12:13	3:13	6:13
71.0	Lv. Palm Grove	f9:19	f12:19	f3:19	f6:19
73.9	Lv. Lundgren	f9:24	f12:24	f3:24	f6:24
78.0	Lv. Roberts	f9:30	f12:30	f3:30	f6:30
80.0	Lv. Shady Oak	f9:37	f12:37	f3:37	f6:37
84.8	Ar. Fort Dodge	9:50	12:50	3:50	6:50
		am	pm	pm	pm

f. Denotes flag stop.

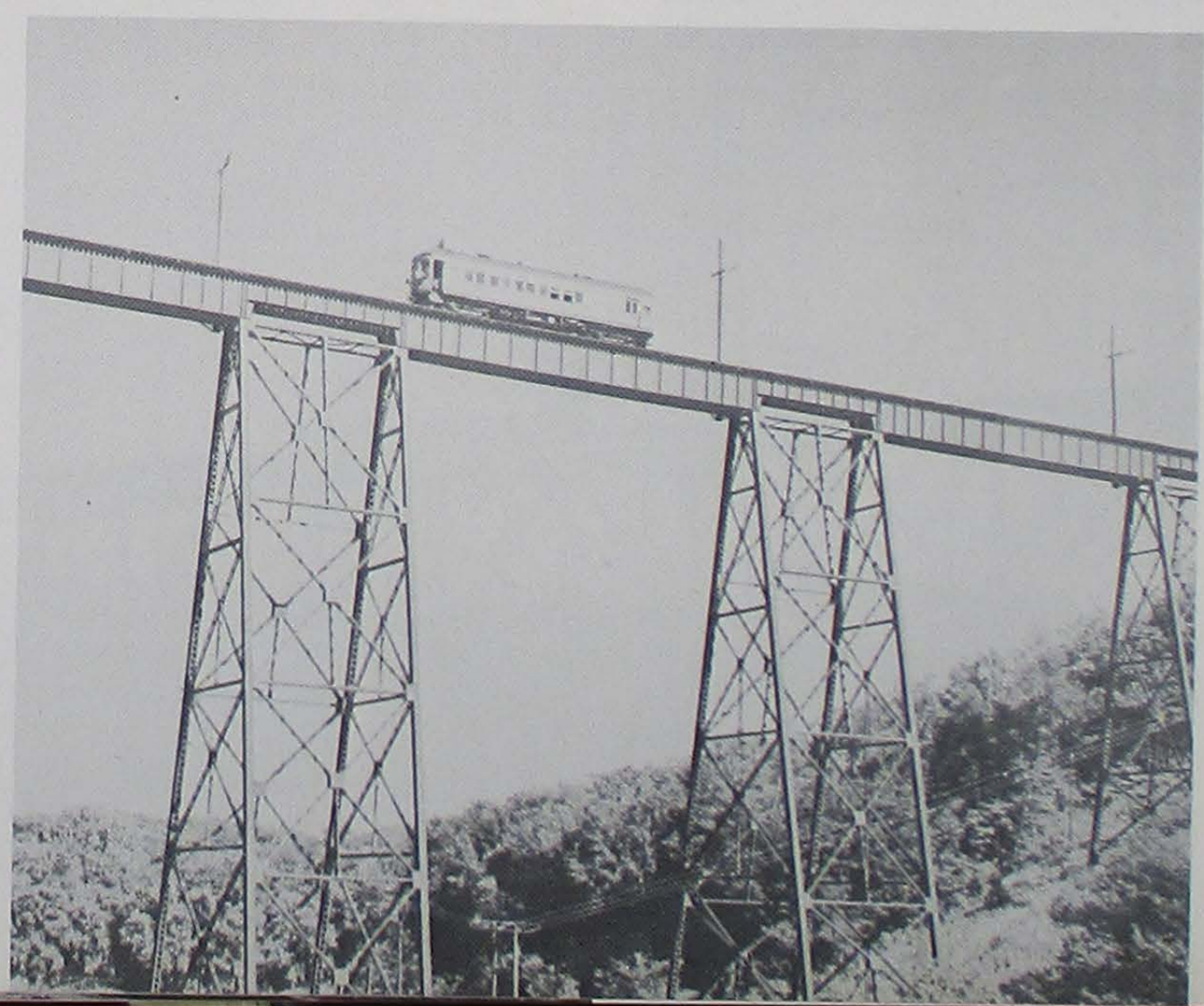
Your Dollar Goes Further by Rail!

For the last minute rush, play safe and have your shipments of freight, less than car load, and car loads, routed via the Fort Dodge, Des Moines & Southern Railway.

* * *

To win or not to win: What do you say, America? Speak with War Bonds and Stamps—let the people of the Axis know that the American people are full-out behind their Government to win the war!

Trees frame car 62 on the high bridge north of Boone on July 13, 1940. Frank E. Butts photo. **On September 26, 1954, 72 leads 66 and 82 as the first passenger train since the storm of June 20.** Robert J. Levis Collection. **A northbound Niles car crosses the trestle in the 1950's.** Basil Koob photo from Ronald D. Sims.



FREIGHT TRAIN SERVICE

Freight train service daily except Sunday between Des Moines and Fort Dodge, Iowa:

DAILY EXCEPT SATURDAY

Leave Des Moines	11:15 p.m.
Arrive Fort Dodge	6:25 a.m.

DAILY EXCEPT SUNDAY

Leave Des Moines	7:15 p.m.
Arrive Fort Dodge	4:30 a.m.

Freight train service daily except Sunday between Fort Dodge and Des Moines, Iowa:

DAILY EXCEPT SATURDAY

Leave Fort Dodge	11:45 p.m.
Arrive Des Moines	6:35 a.m.

DAILY EXCEPT SUNDAY

Leave Fort Dodge	10:00 p.m.
Arrive Des Moines	4:30 a.m.

Daily except Saturday and Sunday between Webster City, Lehigh, and Fort Dodge, Iowa:

Leave Fort Dodge	9:30 p.m.
Arrive Webster City	10:55 p.m.
Leave Webster City	11:45 p.m.
Arrive Fort Dodge via Lehigh	3:45 a.m.

SATURDAY ONLY

Leave Fort Dodge	7:35 p.m.
Arrive Webster City	11:40 p.m.

Daily except Saturday to Rockwell City from all points between Des Moines and Fort Dodge, Iowa:

Arrive Rockwell City	6:10 a.m.

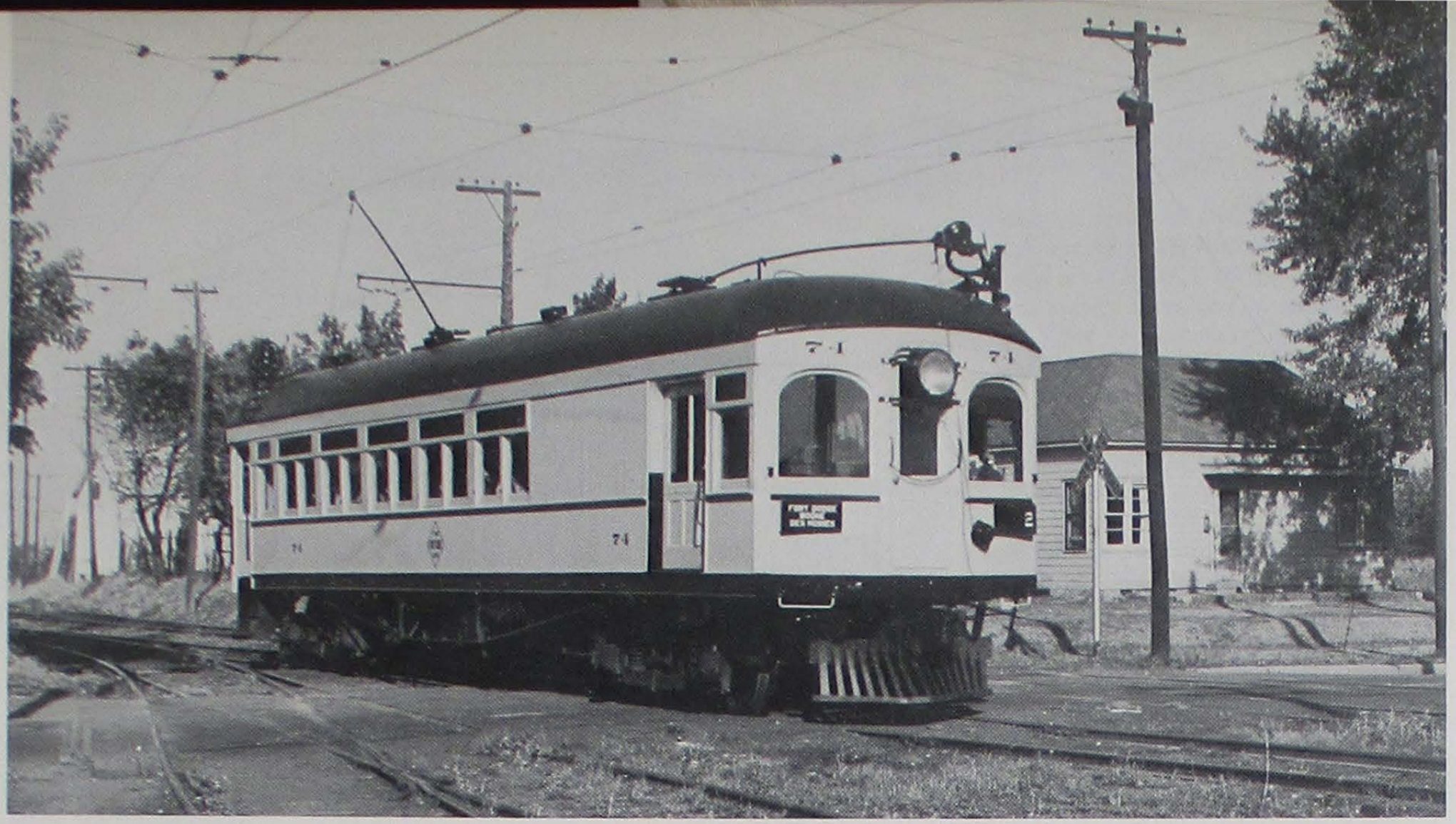
Making connections with C. M., St. P. & P. R. R. for points north.

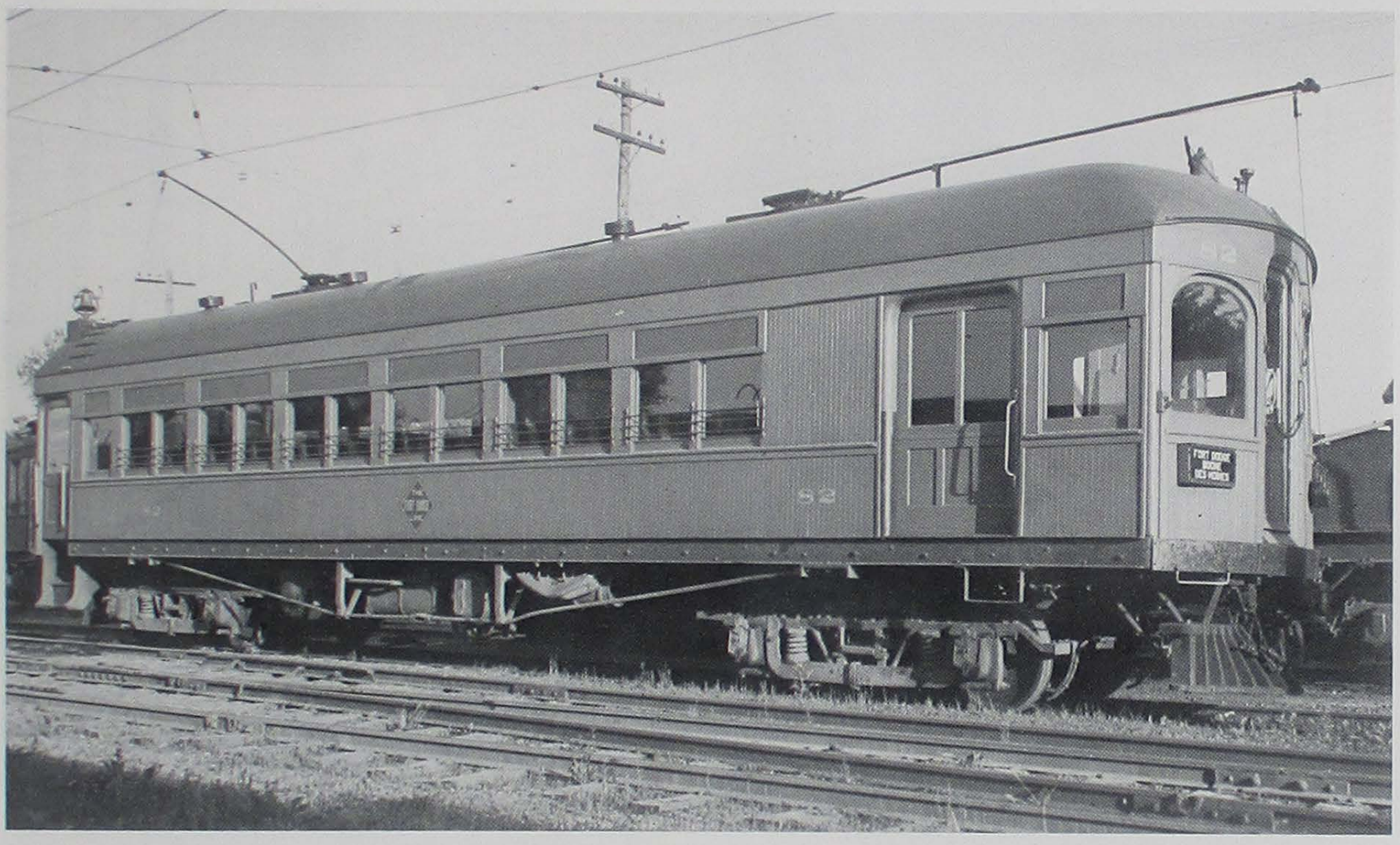
Leave Rockwell City	6:55 a.m.
Arrive Boone	10:20 a.m.

Connections made with all trunk lines operating through Iowa.

* * *

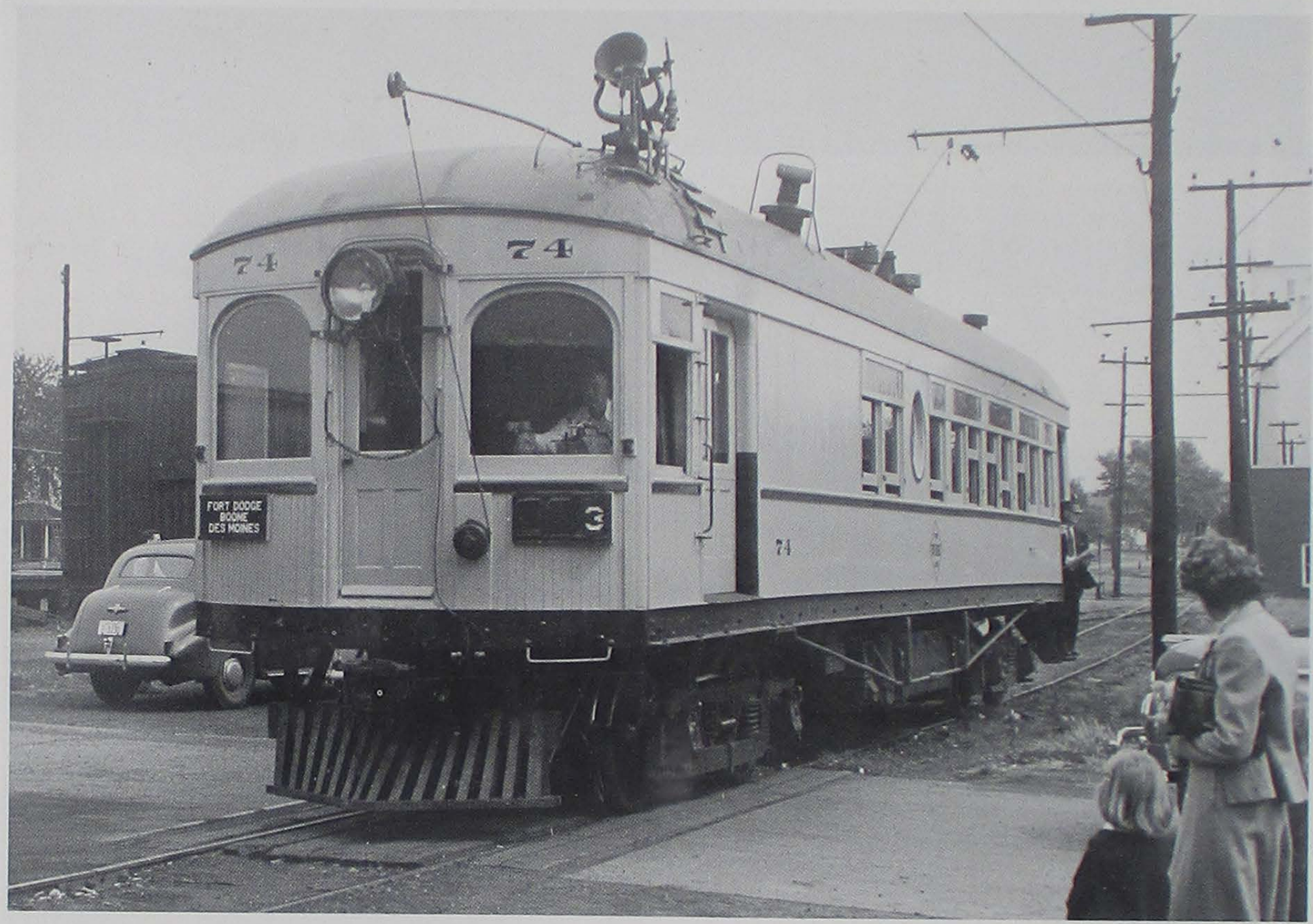
Work, save, fight. Keep the torch of freedom bright—Buy War Bonds and Stamps!

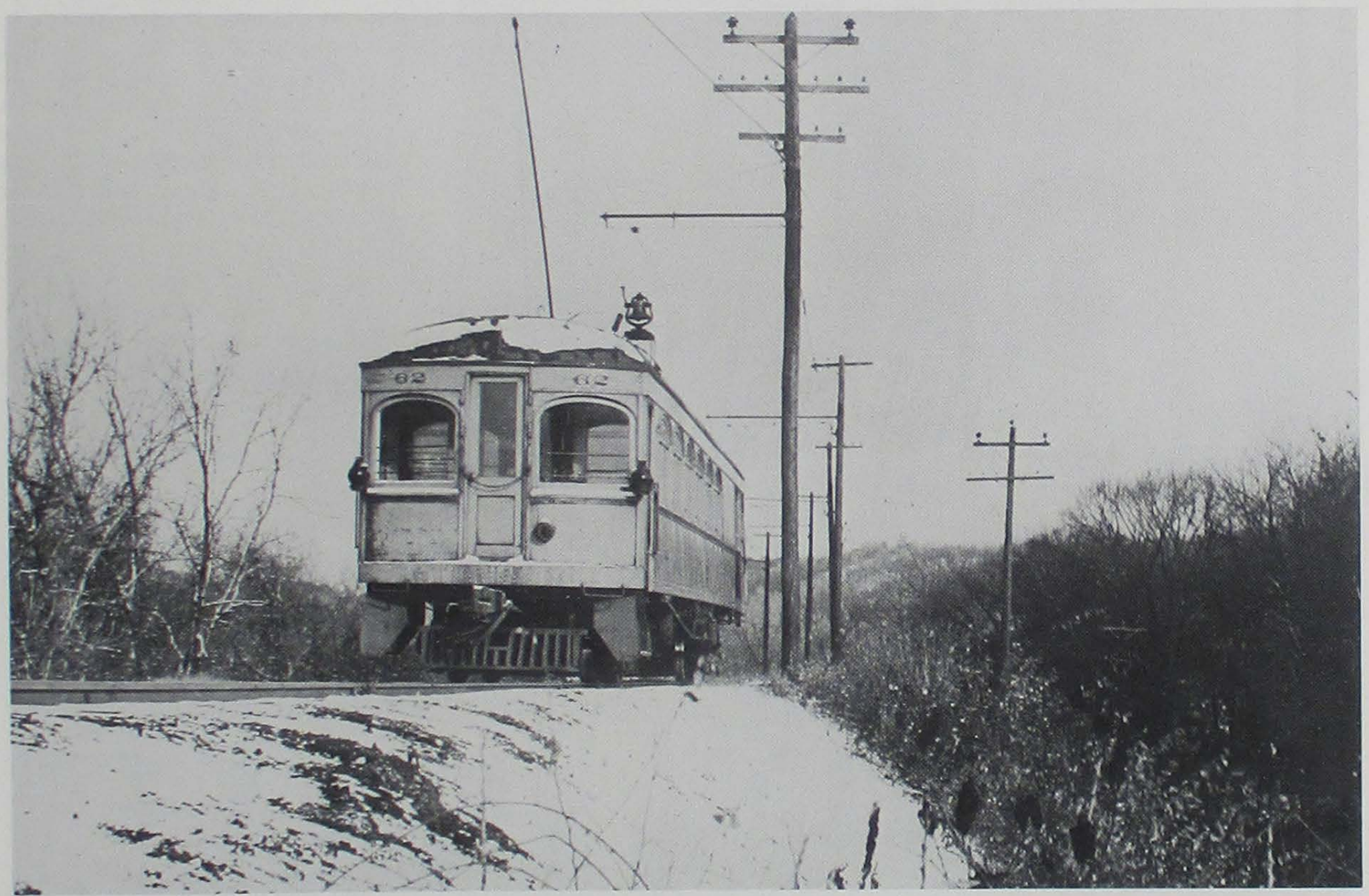




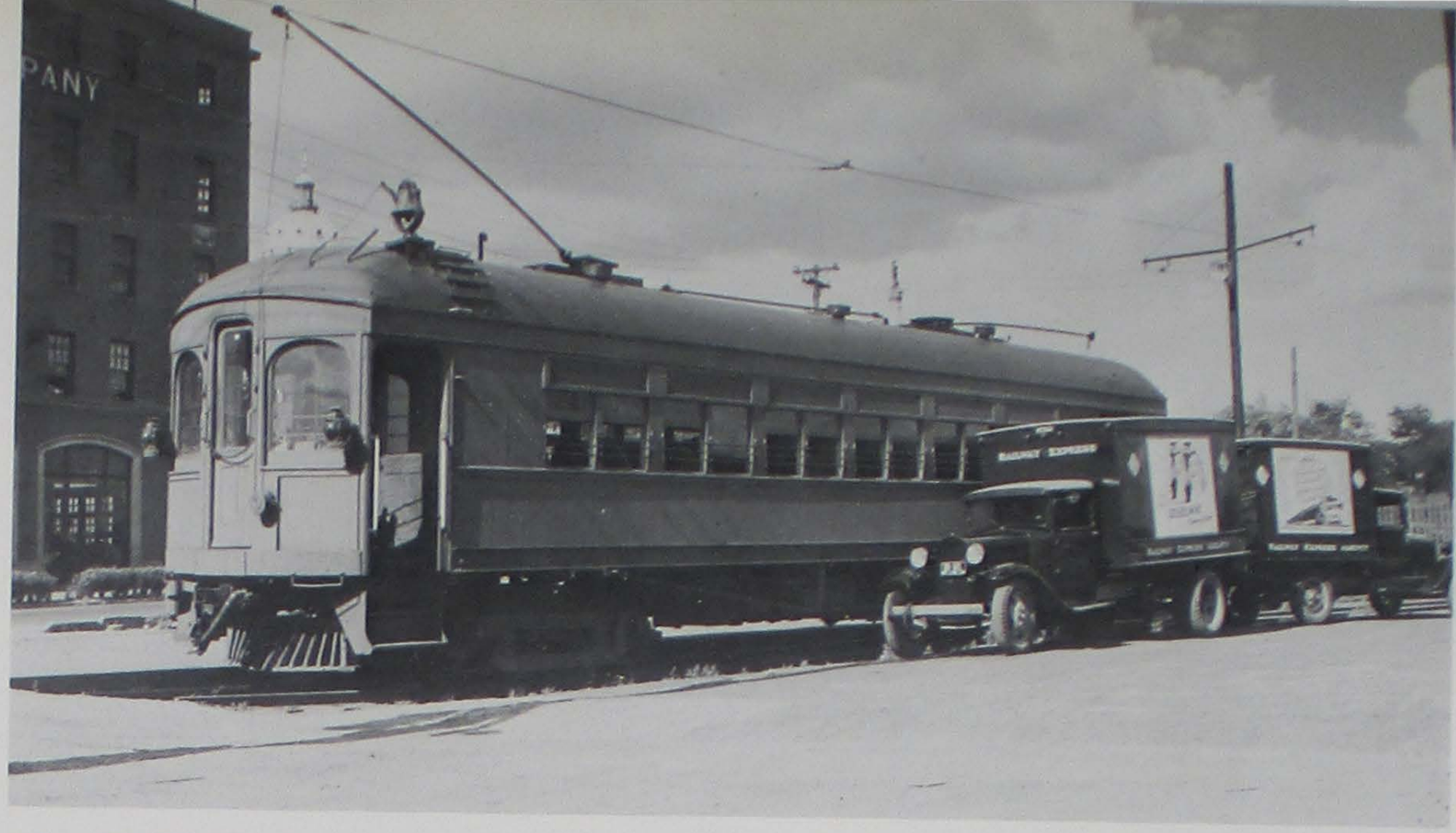
The Fort Dodge Line cars were distinctive with the roof mounted steam railroad type bell. Car 74's bell is signaling its approach to the Boone station. George Krambles Collection. **In the middle years of its life, 82 rests at Boone on June 8, 1935. The car was painted barn red during this period.** William C. Janssen photo. **Now in its final yellow livery, 82 travels between the station and yards in Boone on November 3, 1951.** Russell F. Treptow photo.

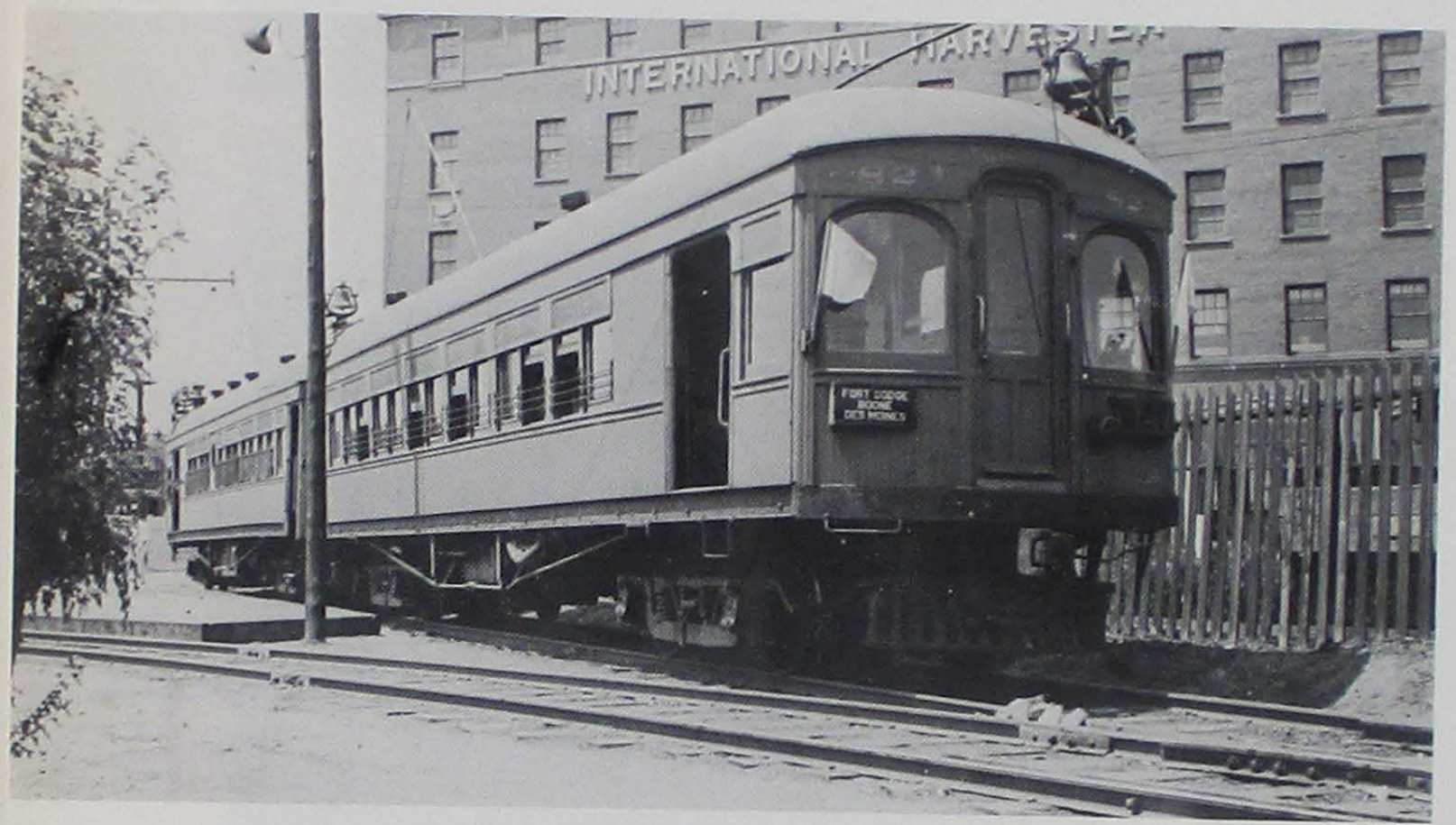
The conductor has his orders and train number 1 can leave Boone for Des Moines at its 8:30 a.m. scheduled departure. Two train crews are present on September 9, 1953 as crews from Ft. Dodge and Des Moines turned at Boone. Gordon E. Lloyd photo. **In 1947, car 74 approaches the Boone station.** George Krambles Collection. **In its final year of service, 72 crosses the C&NW mainline south of Boone on April 9, 1955.** William D. Middleton photo.





362 had backed its train from Ft. Dodge up the Rockwell City branch at Hope to clear car 72. William D. Middleton photo. **Car 62 has crossed the Des Moines River on November 3, 1951.** Russell F. Treptow photo. **Running as train number 3, car 72 is north of Ankeny on April 8, 1955.** William D. Middleton photo.





The best way to describe the final Des Moines station is utilitarian. Car 66 is receiving its load of Railway Express traffic. Robert V. Mehlenbeck photo. **On June 16, 1940, 82 and 74 are ready to leave on a YMCA special to Boone.** Stephen D. Maguire Collection. **The state capitol is prominent behind 72. 72 is resplendent in its new yellow paint scheme on September 21, 1947.** William C. Janssen.

On June 8, 1935 the Ft. Dodge Line still operated on the streets of Des Moines to the DM&CI station. Car 62 is at 2nd and Locust Streets. Robert V. Mehlenbeck photo. **After the 1920's, passenger cars were on the branchlines only on special runs. 62 crosses the former Chicago & Great Western at Rinard on the Rockwell City line on November 3, 1951.** Russell F. Treptow photo. **On July 13, 1940 the "fantrip car" is at Webster City.** William C. Janssen photo.

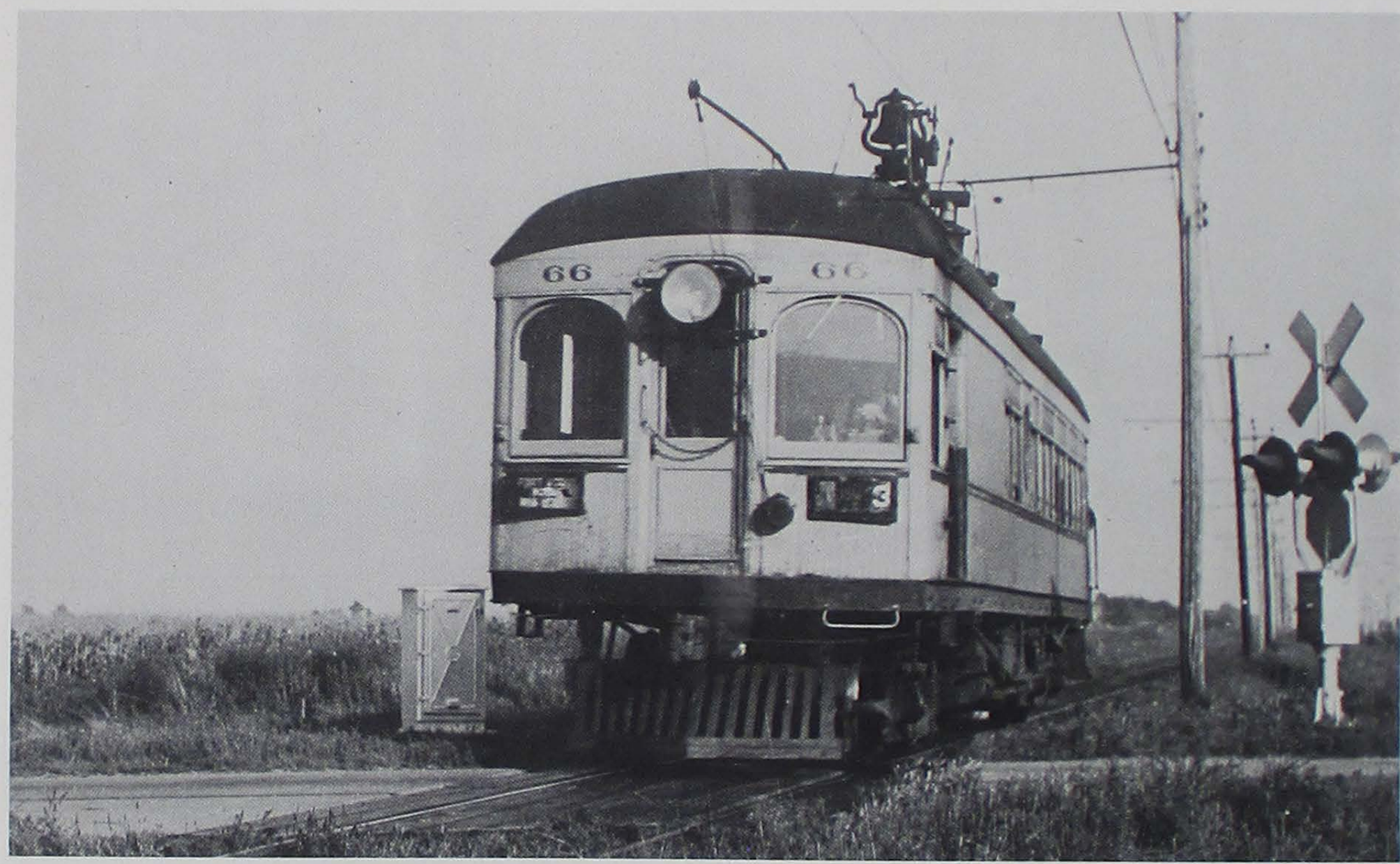
RETROSPECT

A flash of sparks along the wire, on high,
A silhouette against the Iowa sky;
Folks a-movin' in the night,
In swayin' cars of yellow bright.

A mother's child ago'n home,
A man who rides the rails to roam;
Weary farmer on a shoppers day,
Des Moines salesman in a suit of gray.

Traction motors through fields of corn,
A crisp, melodic-sounding horn;
Oh, for one more night—for one more time,
To ride along THE FORT DODGE LINE.

—Ralph Cooper, 1960



On July 13, 1940, 62 also stopped alongside the substantial brick station at Ames. Stephen D. Maguire Collection. **Northbound car 66 crosses highway 60 southeast of Boone on August 26, 1951.** Russell F. Treptow photo. **Eleven days after regular service ended the final passenger train operated on Sunday, September 11, 1955. For the last time 72 and 82 cross the high bridge.** Ronald D. Sims photo.

FREIGHT SERVICE

Had it not been for its freight traffic, the Fort Dodge Line would have gone into oblivion during the general decline of the interurban during the 1920's and 1930's. Unlike many interurbans, the Fort Dodge Line had interchange facilities with all eight of the major steam railroads in the state of Iowa.

Originally coal was the king; however, the Iowa mining region was played out early in this century. In later years the gypsum plants around Fort Dodge became the major source of traffic. Most of the freight was handled in interchange with steam roads at through rates over joint routes. The company also maintained on- and off-line freight traffic offices to solicit business.

Established by the predecessor companies, steam powered carload freight service continued after electrification in 1907. The original equipment order included a box motor for express service. A second box motor, equipped with snowplow noses, followed in 1908. The original electric freight engines were single-truck models. One engine was of steel box-cab construction built by General Electric while the other was a wooden steeple-cab engine built in the company's shops. In 1909, two steeple-cab, double-truck engines replaced the original engines, which were unable to haul long trains. Following the conversion to 1200 volts, five engines were ordered. Additional engines were added as the traffic continued to grow. Steam operations terminated with abandonment of the Newton line.

In early days, transportation to the mines was dependent upon the interurban. Though conceived for freight service, the company also provided transportation over the North Odgen branch for the miners working in the company-owned mines. Miners rode regular trains to Niles (later Fraser) where former Ft. Dodge streetcar number 10 was parked on a spur. The miners got off the interurban, put the trolley pole of the streetcar against the wire, and made the run of about four miles to the mine. Similarly a former Ft. Dodge streetcar, numbered 95, was equipped to operate at 1200 volts for a three-mile run over the mainline to the gypsum mines.

From its beginning, the Fort Dodge Line was committed to interchange freight traffic. However it almost denied its interurban character when, in 1911, a fleet of 2500 box cars was obatined. In the era of the barn red box cars, Homer Loring wanted to be recognized. Therefore, he had the cars painted light grey with a large black diamond-shaped herald. Unfortunately, these cars had wooden underframes and shortly thereafter became unfit for interchange service. Until they were scrapped, the company had to build miles of track to store the cars.

Interchange facilities were greatly improved by leasing the tracks of the Des Moines Western Railway in 1914. Though this terminal company had only a 1½ mile mainline, it had connections with all the steam railroads serving Des Moines.

Following World War I general freight traffic became the mainstay of the system. The North Odgen branch was abandoned by 1925 since some of the coal mines had closed. Traffic declined during the depression era but returned abundantly during World War II.

Coal movements had historically originated on the railroad; however, by this time the coal movements were in-bound to the Fraser power plant. During the 1940's a natural gas pipe was laid through the area enroute to Minneapolis. In 1949 a connecting pipe line was laid west from the powerhouse to a junction about 6 miles away. Conversion of the plant's boilers to gas was completed shortly thereafter.

The construction boom which followed World War II increased the use of gypsum. Three 16-wheeled freight engines were acquired second hand from the Oregon Electric Railway to handle the longer trains the company desired to operate. These units were particularly noteworthy for the ease by which they could pull trains up the 2.5% grade on Fraser Hill.

Early in 1949 the line began to dieselize. Two units were purchased for service on the Rockwell City and Webster City-Lehigh branches. Between June and September 1954 these units, plus three other leased engines, managed to keep freight service running. The flood of June 20 halted all electric operations until September 18, when local switching resumed in Fort Dodge and Des Moines. Mainline electric operations recommenced between Boone and Des Moines on September 29. Full freight service continued on November 3.

Freight operations were permanently dieselized following the termination of passenger service. All electric equipment was scrapped and the trolley wire taken down. In 1954, Murray Salzberg, a New York based scrap dealer who operated shortline railroads, gained control of the Fort Dodge Line. Legally, the company's stock was owned by the Des Moines & Central Iowa which, in turn, was owned by the Salzberg interests.

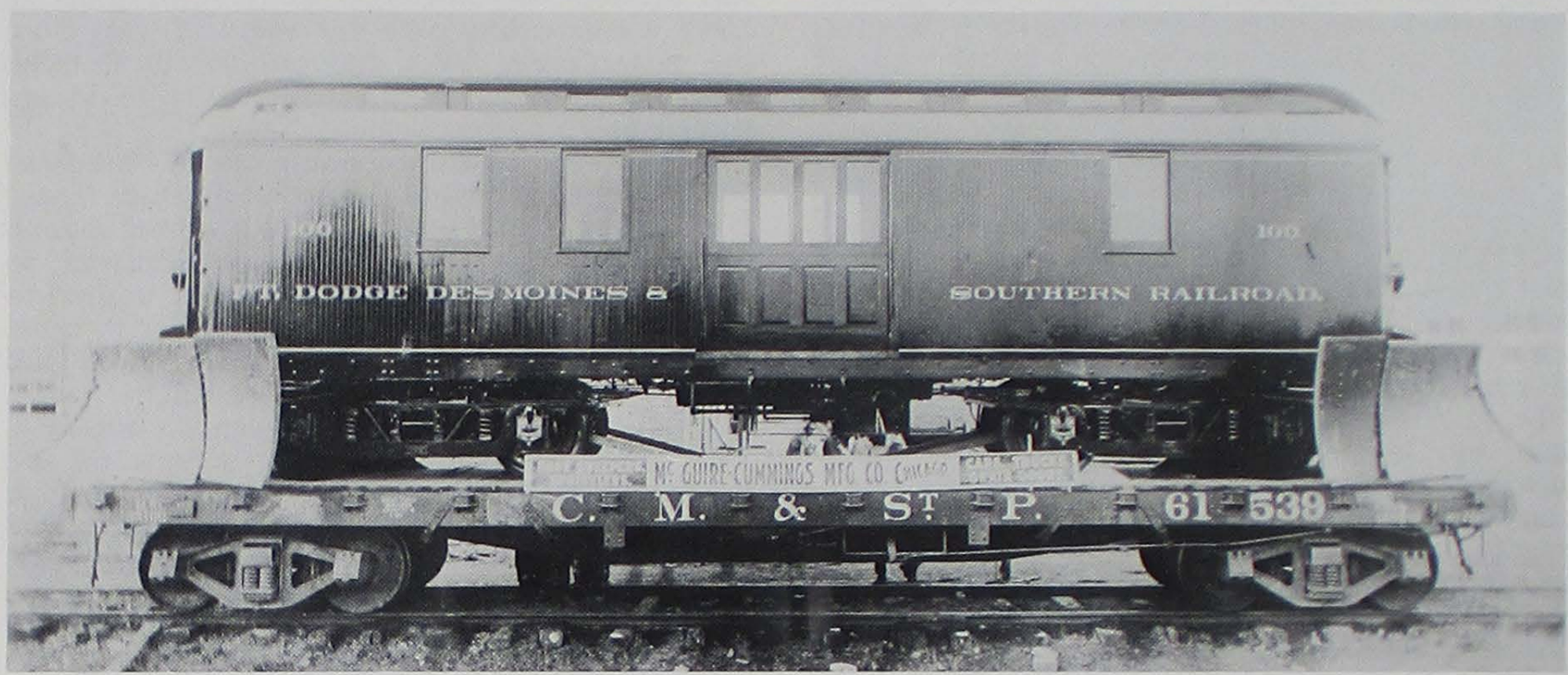
In March 1956 the company contracted to sell its power company operations, conveying its 60-cycle facilities to the Iowa-Illinois Gas & Electric Co. The 25-cycle facilities and Fraser generating plant were leased back until October 1, 1957 when the facilities were salvaged.

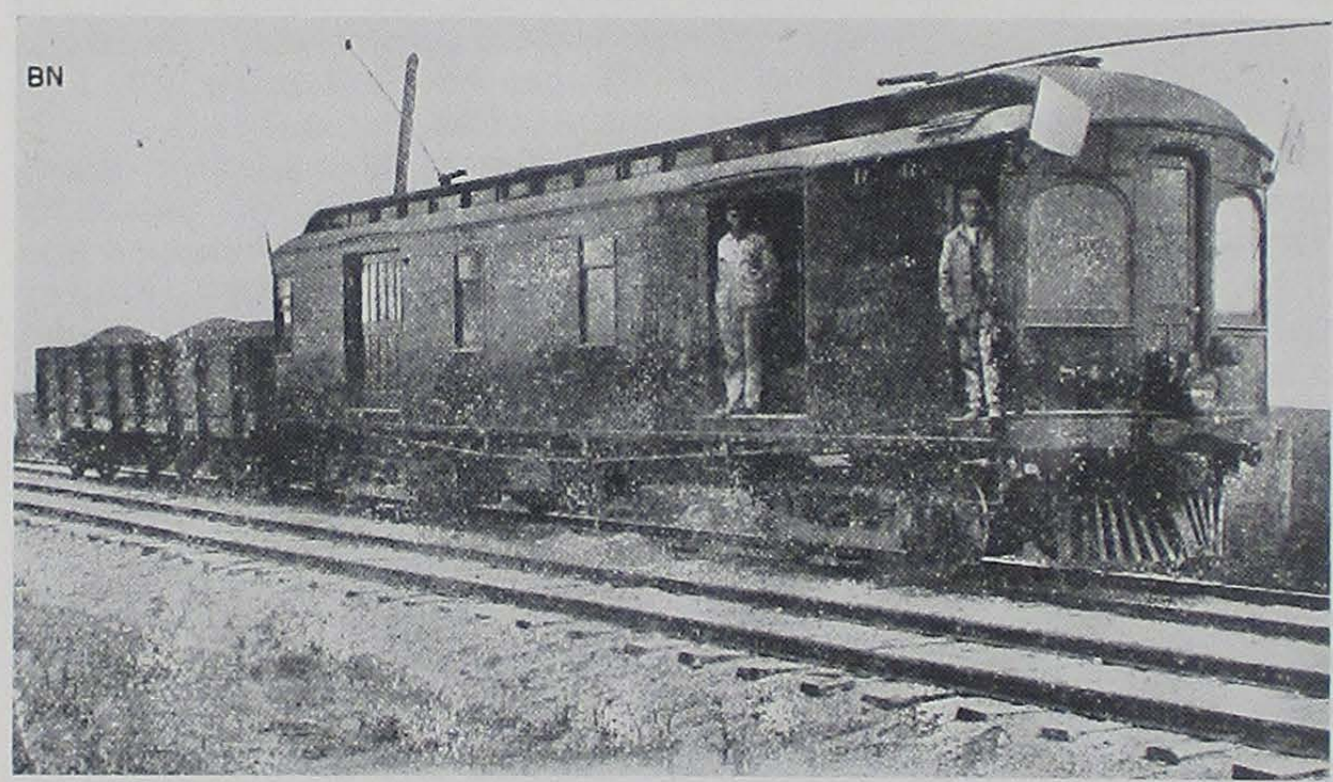
Abandonment of branch lines started in the 1960's. The Lehigh branch terminated on February 15, 1962. Operations of the line beyond Gowrie to Rockwell City were suspended in April, 1962. Following a severe winter the track was in bad shape. Water runoffs in the spring thaw weakened the substructure of a bridge, causing a carload of grain to fall through. Abandonment of the Ames branch occurred in the spring of 1965, except for local trackage to the college which was taken over by the Chicago & Northwestern Railway.

On July 29, 1968 the C&NW acquired the Des Moines & Central Iowa and in turn gained

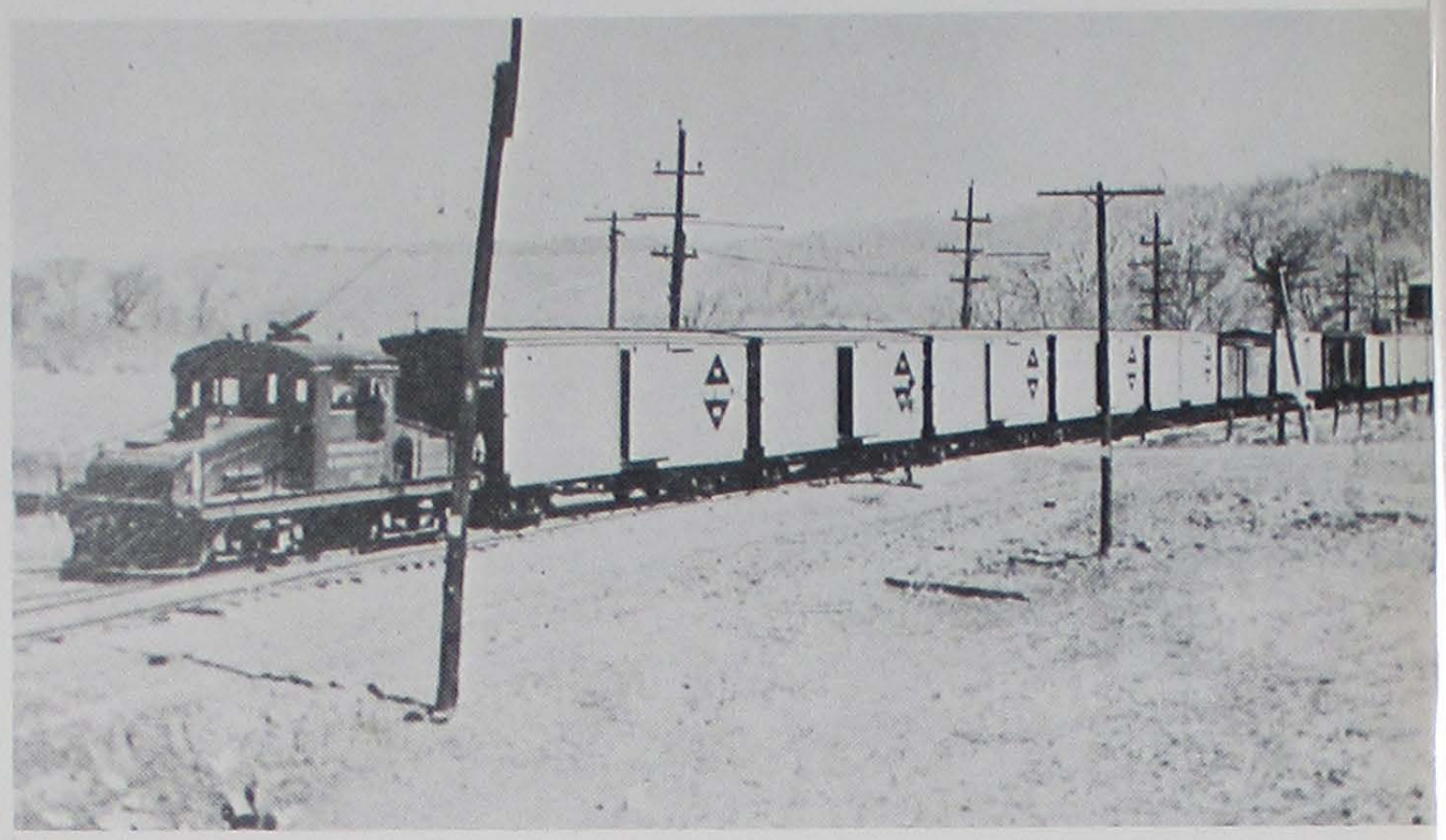
control of the Fort Dodge Line. Previously the C&NW had acquired two railroads which had played an important role in the history of the company, the Minneapolis & St. Louis and the Chicago Great Western.

The Fort Dodge Line's separate identity started to fade as the C&NW integrated the line into its own operations. Legally this was accomplished when the C&NW leased the right to operate over the line in its own name on June 21, 1971. The 5.4 miles of track between Webster City and Flugstad was abandoned on March 22, 1972. On October 1, 1972 the former Rockwell City branch was further cutback when the 6.7 miles of track between Gowrie and Lanyon were abandoned. At the start of 1974, operations continue over a majority of the mainline and the remainder of the two branches.

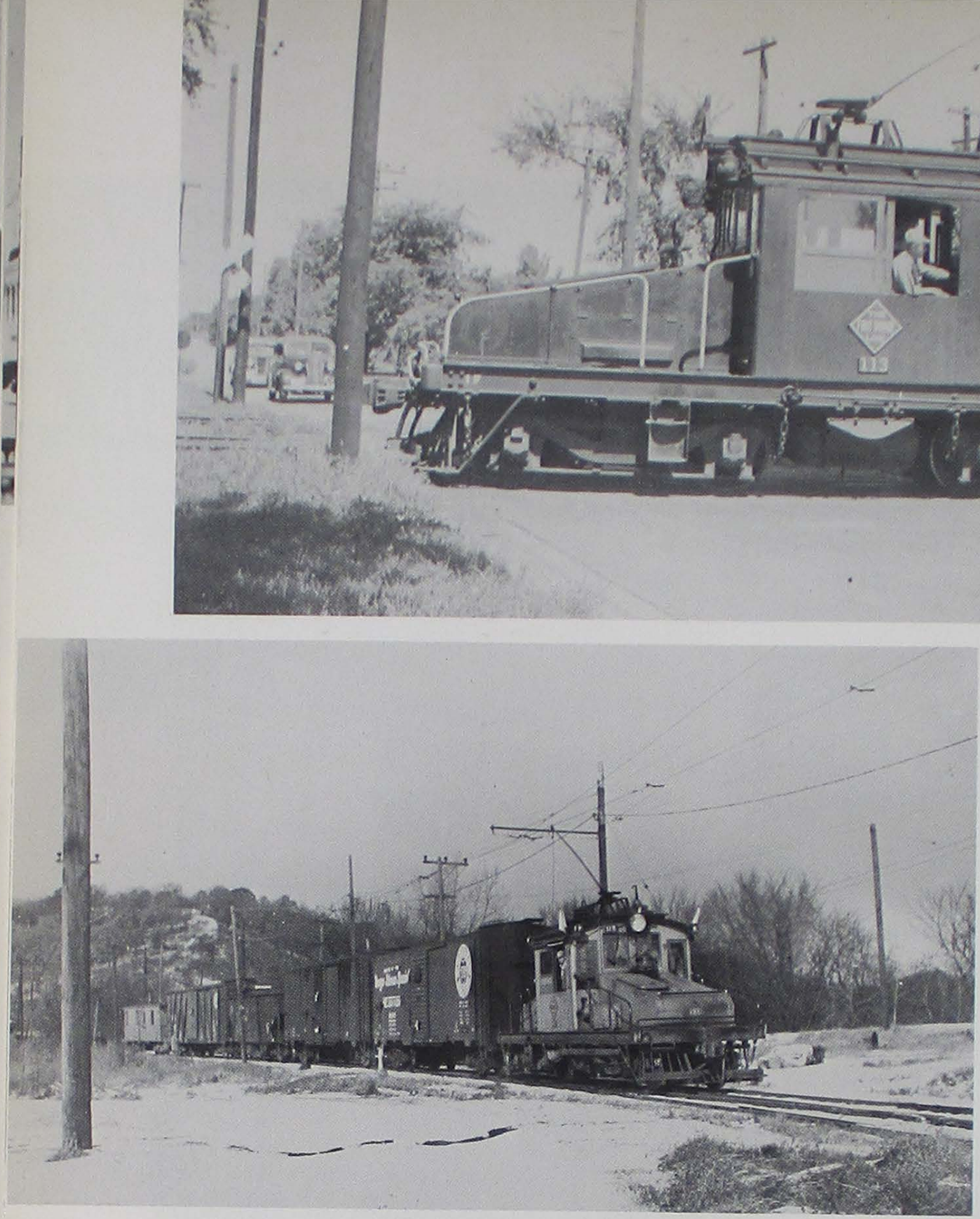




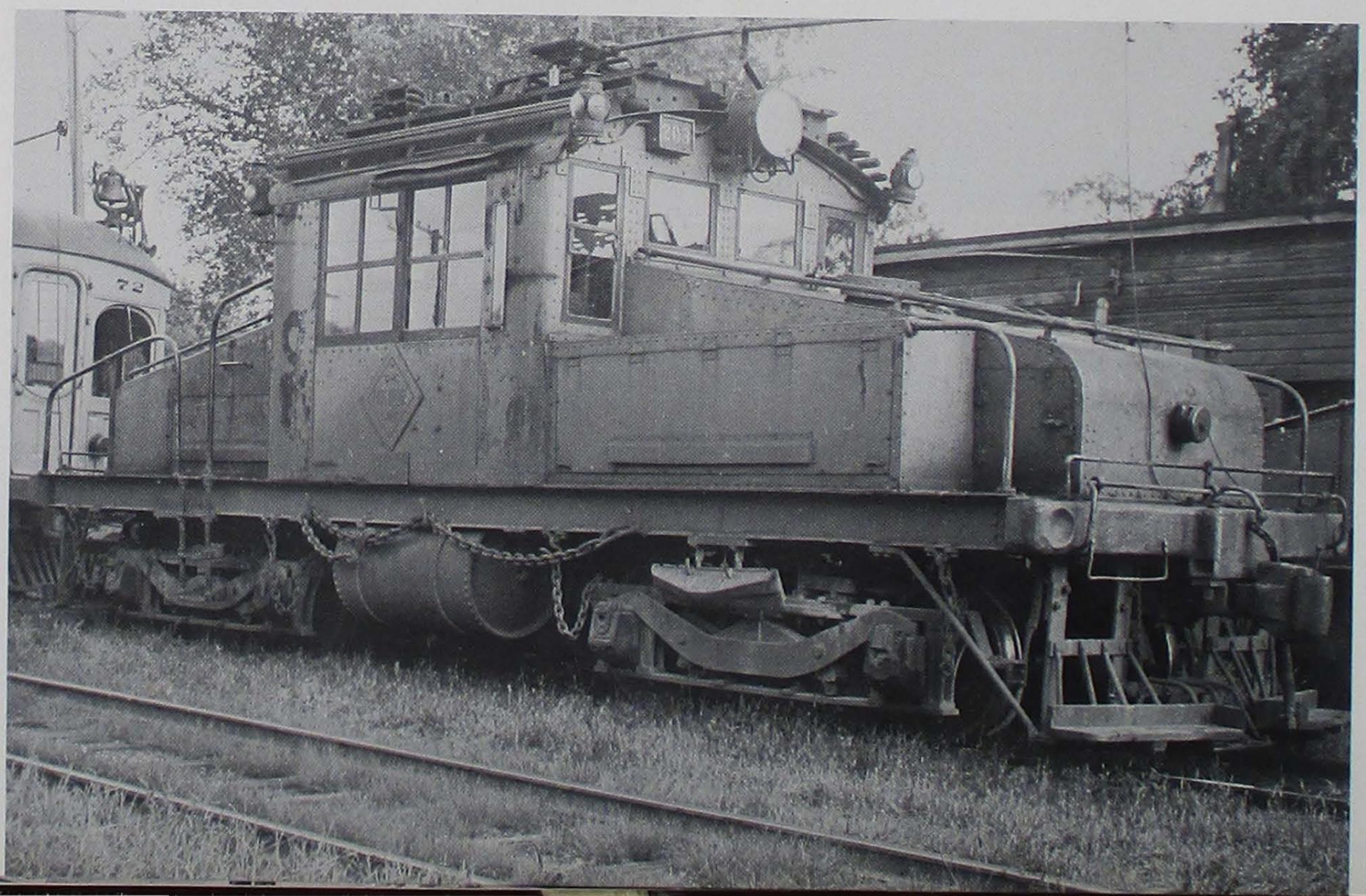
Express motor 100 is ready to leave its builder in 1908. Note the snowplow blades. In 1911 this car was rebuilt to car 50. Malcolm D. McCarter photo. **Originally 84 was an express motor. Later it was rebuilt as a linecar.** Barney Neuberger Collection. **In its days as a linecar, 84 looked considerably different. On September 9, 1953, 84 was working near Des Moines.** Gordon E. Lloyd photo.



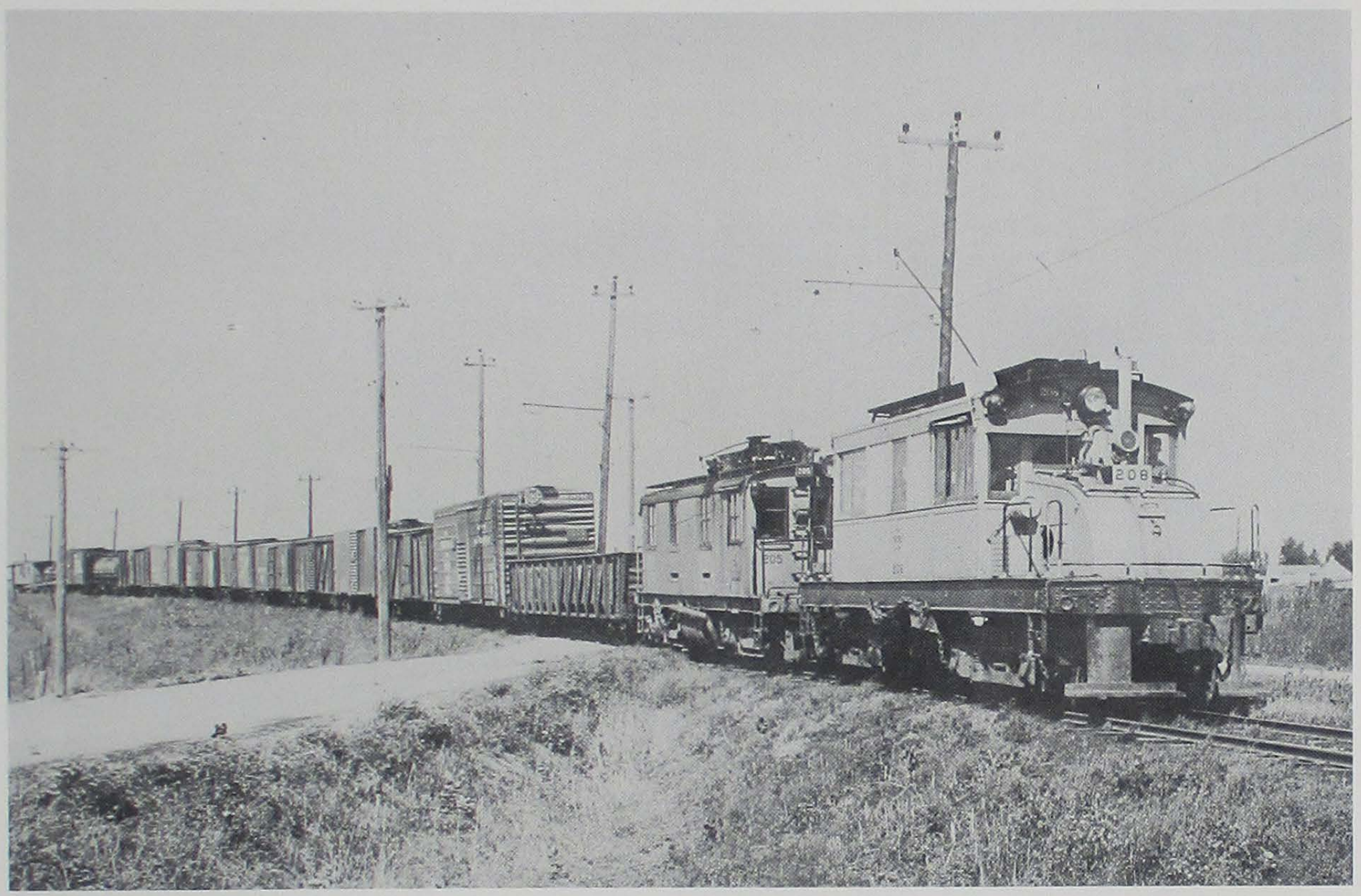
Locomotive 113 leads a freight train at Fraser in 1913 that includes some of the line's light gray boxcars. These boxcars were known as "gray backs." Edward H. Meyers Collection from Stephen D. Maguire. **The original and perhaps most unique freight motor was 99. This home-built single-trucker was so light it usually trailed a gondola for braking purposes. This photo was taken at Boone circa 1912.** Ernest Smith photo from Edward H. Meyers. **107 was one of the two original steeple cab locomotives that entered service in 1909.** Robert V. Mehlenbeck photo.



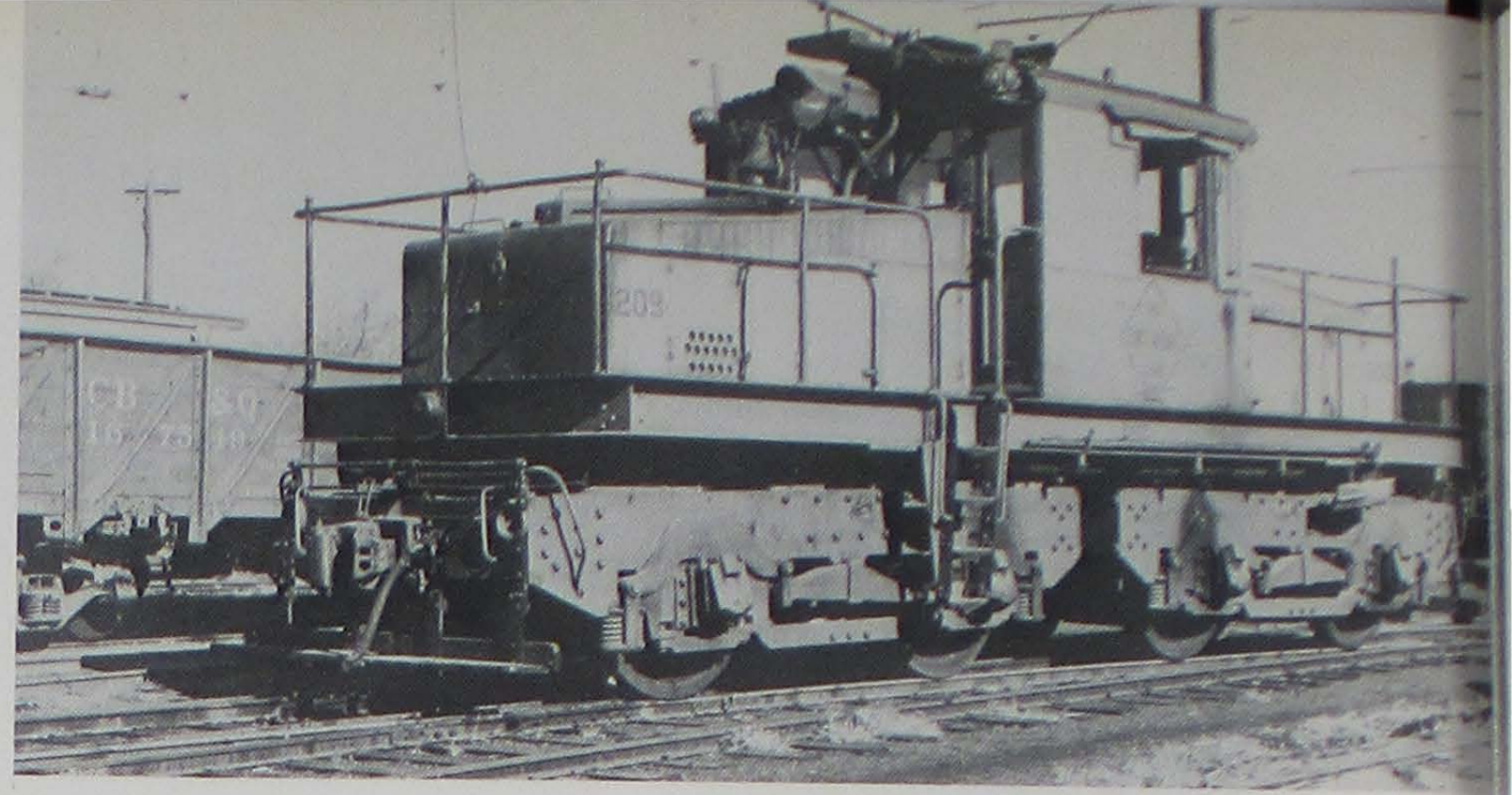
113 was one of four locomotives that were the lightest engines on the line. They served both in mainline service and switching as shown here at Boone. 119 passes Fraser on its way to Boone on November 3, 1951. Both photos Robert W. Gibson. **The heaviest of the steeplecabs is represented by 203.** Russell F. Treptow photo.

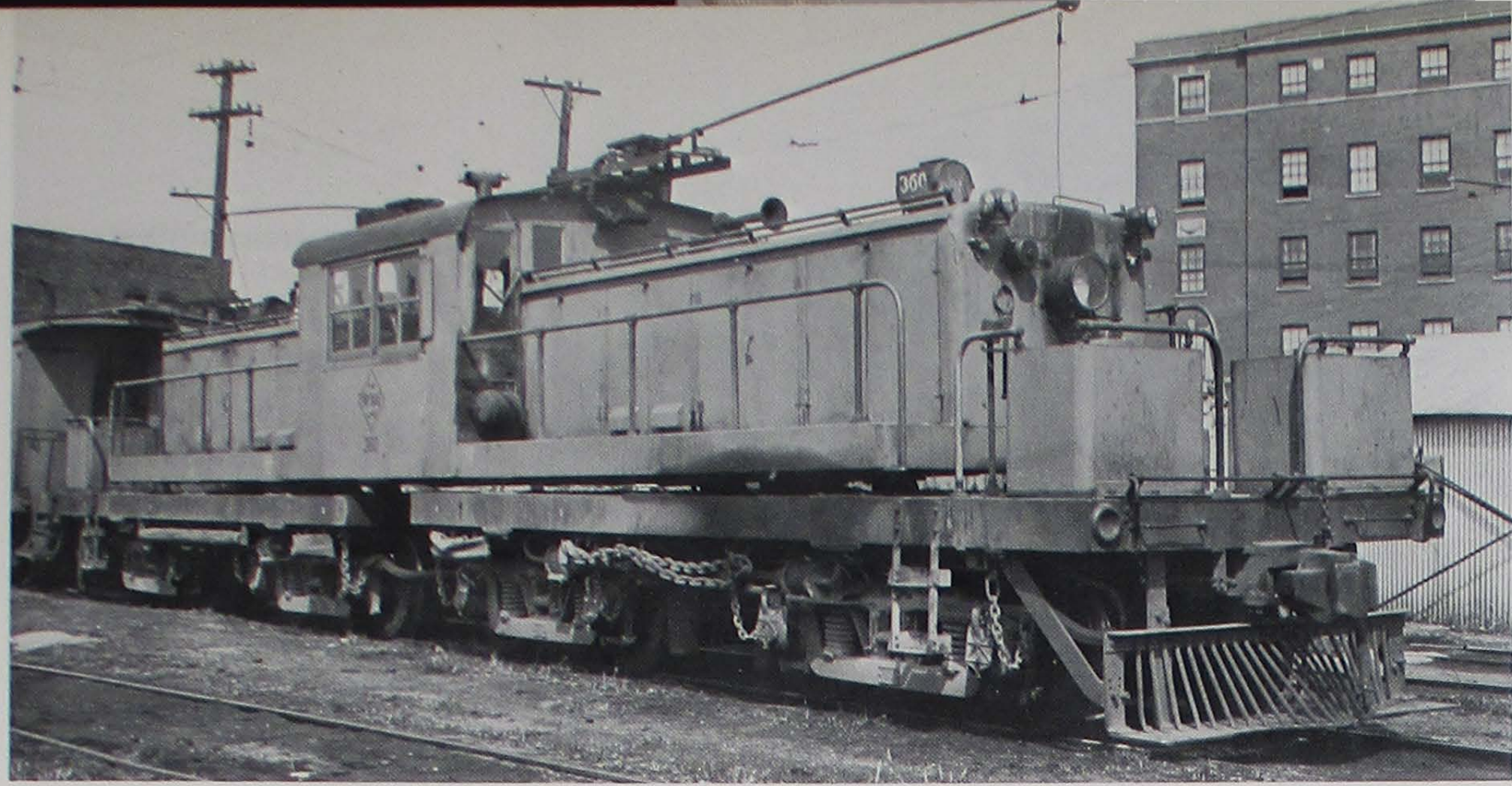


The comparison between a boxcab and steeplecab leads one to think that 205 is a powerful brute. In fact it was 1½ times the size of its cousin 111. The engines were parked near the Des Moines Freighthouse on July 4, 1951. After its days on the Iowa Transfer, 208 worked for the Fort Dodge Line. On August 27, 1951, 208 is trained with 205 as they leave Boone. Both photos Russell F. Treptow. **208 also worked in Fort Dodge as shown here in May, 1951.** William C. Janssen photo.



209 was the last locomotive purchased new. The single casting for the end sill and truck side frame is unusual. Russell F. Treptow photo. **One of the double truck cabooses joins 209 at Des Moines in the late 1930's.** Robert J. Mehlenbeck photo. **362, leading a 23 car train from Fort Dodge to Boone, has cleared a passenger train at Hope on August 9, 1955.** William D. Middleton photo.





The 360 class locomotives were acquired to haul the longer freight trains during the post World War II period. 360 is at Boone in 1953. Gordon E. Lloyd photo. **In 1974, freight service is provided by diesel powered trains. The Fort Dodge Line mainline is operated from Boone to Roberts on the north and to Napier on the south. North of Roberts the track is still in, but it is embargoed. South of Napier to Kelley the mainline is being used for storage. Trains from Des Moines operate between Ankeny and Kelley via the C&NW's Ames-Des Moines line. Alleman is currently being served from Des Moines via Kelley. A single-truck caboose is always an interesting sight. 0186 was at Boone in 1952.** Russell F. Treptow photo.

IOWA TRANSFER RAILWAY

The Iowa Transfer Railway owns a transfer yard located on the east side of Des Moines, just south of the Iowa State Capitol. It provides a common point for various steam railroads serving Des Moines to interchange carload freight. Facilities were constructed in 1907. Capital stock had been set at $31,000—an accurate prediction of need, for the 2.05 miles of track cost $30,862.41 to build. Ownership was divided among five railroads: the Rock Island, Burlington, Chicago Great Western, Des Moines Union and Des Moines Western. The latter was the Des Moines terminal of the Fort Dodge, Des Moines and Southern (FDDM&S) and owned trackage used by the FDDM&S in the capital.

The Iowa Transfer was set up as a non-profit venture, serving the roads that owned it. It also served the Chicago and North Western and the Minneapolis & St. Louis.

At first, the Iowa Transfer did not own or operate locomotives, but merely provided yard facilities. Aside from corporate officials the only employees were a small office force and a section crew. In 1915 and again in 1918 the yard was enlarged until it comprised 3.95 miles of track.

By 1920 it was decided that with the increased volume of cars handled, switching operations could be greatly improved if the road operated its own locomotive. Although the line was owned by steam railroads it was decided to use an electric locomotive to do the switching. The decision was probably made on account of smoke problems created by the operation of steam locomotives close to the Iowa State Capitol and downtown Des Moines. The electric locomotive offered advantages of lower operating and maintenance costs. Electrification of the yard with catenary overhead construction was carried out early in 1920. Trolley voltage

was set at 1200 volts DC. Power was purchased from the FDDM&S at trolley voltage. This arrangement was very economical for the Iowa Transfer. However, there were times when the FDDM&S operations required most of the available power. Then the Iowa Transfer would simply suspend operations until the interurban's power demand eased enough for transfer work to resume. Power was fed from the Swanwood substation of the FDDM&S, about five miles north of Des Moines.

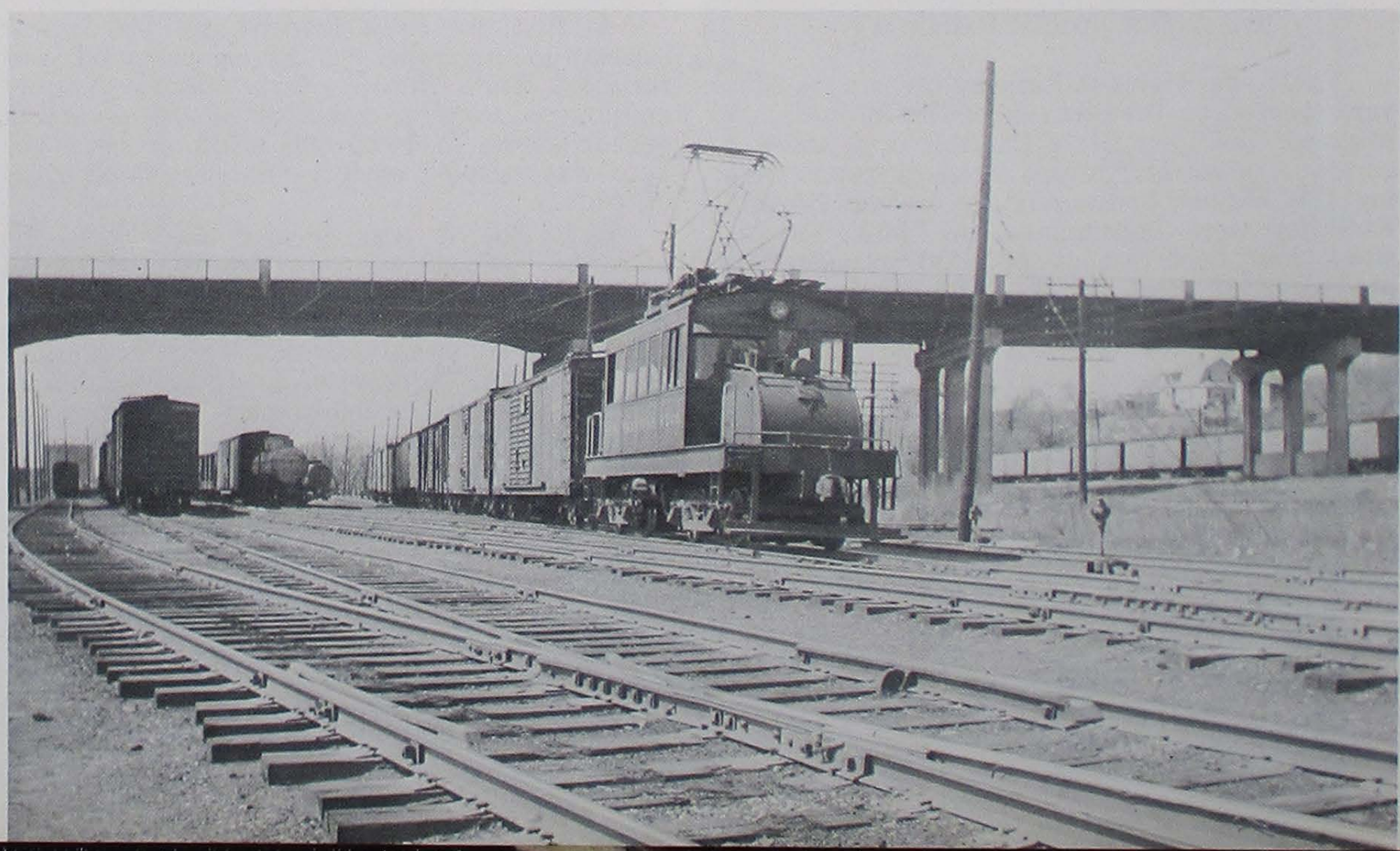
For motive power, the road leased a 60-ton McGuire-Cummings steeple-cab locomotive from the Waterloo, Cedar Falls & Northern. The engine, number 180, was one of a group of five identical units built in 1914. Prior to being shipped to Des Moines, it was shopped at the WCF&N shops in Waterloo. Additional resistance banks were added. It was delivered to the CGW at Waterloo on June 29, 1920 for movement to Des Moines. It reached Des Moines on July 1 and went to work on the Iowa Transfer. The Transfer purchased the unit in December 1922, and renumbered it–predictably, number 1. Then, in September 1923, it returned to the WCF&N shops in Waterloo for a complete overhaul. This included new wheels, gears, armature shafts, wiring and an enlarged cab. It returned to work in November. During the electric locomotive's absence a steam engine was leased to switch the yard. This was also the practice when number 1 was undergoing repairs. At such times, the Iowa Transfer engineer (motorman) would fire the steam locomotive for an engineer who would be supplied with the engine.

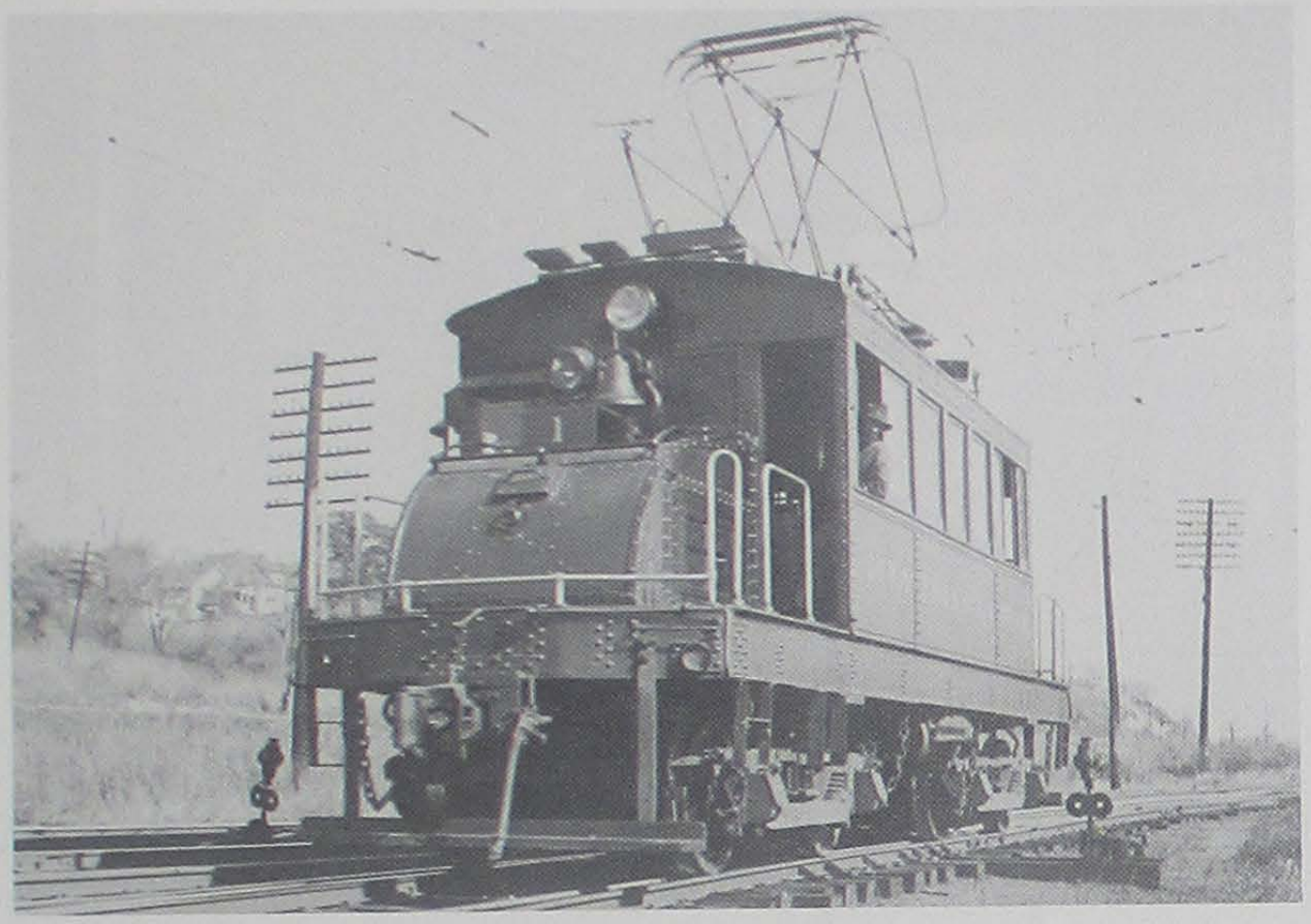
The Iowa Transfer had no enginehouse or shop building. Number 1 was stored in the open. Any repair work that could not be handled by Iowa Transfer was done by various other roads. Mechanical repairs were generally handled by the Des Moines Union Railway. Electrical work was done at the Des Moines Railway (streetcar) shop. At least once number 1 went to the FDDM&S shops in Boone.

During the Depression, business fell off and the Iowa Transfer stopped operating the locomotive in 1932. Until 1936, the Des Moines Union Railway did the switching. The unions forced the Iowa Transfer to rehire its own crew and the locomotive went back to work. When IT operation resumed in 1936, the unions did agree to a two-man crew, instead of the former three-man gang. The smaller crew could not function with a trolley pole unit, so number 1 was equipped with a pantograph, reportedly from the Milwaukee Road.

Traffic held up during World War II, but started to taper off in the late 1940's. By 1950 the overhead was in need of extensive renewal. Number 1 was not allowed on the west yard lead because that portion of the overhead was in particularly bad shape. The cost of renewing the overhead was about equal to the price of a new diesel switcher. With most of the owners going diesel, the choice for IT was obvious. A 660-hp Alco-GE S-1 diesel was purchased. Number 1 was sold to the FDDM&S where it became number 208 and served until that line dieselized in the mid-1950's.

Iowa Transfer Railway continued running its diesel until September 1970. Then, as an economy measure, regular switching operations were discontinued and the connecting roads again did their own switching. The switcher was sold. The Iowa Transfer reverted to its original status, providing yard facilities for the roads to interchange among themselves.





Iowa Transfer number 1 is shown throughout its life in Des Moines. Above: The locomotive arrived in Des Moines on July 1, 1920. Left: Number 1 is running light in July, 1938. Both photos Robert J. Levis Collection. **Adjacent page: On April 3, 1949 number 1 is in its final full year of service.** C.W. Jernstrom photo. **Below: The capitol dome peaks over the hill behind the locomotive.** George Krambles photo.

From the Head of Broadway

With a roster of four cars, two mules and sixteen horses, the Broadway Street Railway began operations in 1869. The franchise, granted in 1868, provided for a line from the "Head of Broadway", 1st Avenue and Broadway in downtown Council Bluffs, to the river three miles distant. Whether this line ever reached its destination is lost in history. Traction was virtually impossible on the unpaved roadways as the tracks sank into a mire of mud.

Completion of the Union Pacific Railroad's bridge across the Missouri River in 1872 caused movement of the railheads back from the ferry terminals on the eastern bank to a new station called Union Pacific Transfer at 21st Street and 11th Avenue. Horsecar service was provided to the station by the existing company, which, following its first reorganization, was now known as the Council Bluffs and Omaha Street Railway.

The Union Pacific gained control of the horsecar company in October 1883. Some second hand "bob-tail" cars were brought over from Omaha. They required no conductor. New cars and reduced headways were introduced in 1885, but all to no avail. Losses continued and yet another reorganization occurred with the Council Bluffs Street Railway Company emerging from the ruins of its predecessors.

On March 2, 1887 the Omaha & Council Bluffs Railway & Bridge Company was organized to purchase the UP's interest in the Council Bluffs Street Railway. The new management decided to electrify operations. Construction of a streetcar bridge over the Missouri River was undertaken. Opening day ceremonies were held on October 28, but regular service was delayed for about two months. As many as ten cars were used at once in the bridge service alone as people rode the cars just for the novelty. The fare was 5¢ in Iowa and 10¢ for crossing the bridge to Omaha.

Originally, interstate cars entered Omaha on Douglas Street to 9th Street without any physical track connection with the Omaha system. In 1889 a connection to 14th St. was made. In Council Bluffs, the intercity cars ran on Avenue A and Broadway.

Lake Manawa was formed in the spring of 1881 when flood waters were cutoff and could not return to the Missouri River. In July 1888 a steam dummy line opened from the UP Station at 9th and Broadway to the resort. Eight ton steam locomotives hauled trains of open cars over the three mile line. It was reported that the passenger cars originally ran on State Street in Chicago. The little locomotive poured out great quantities of smoke and frequently broke down. However, the steam dummy was the only way to get to the popular summer resort at the lake. Trying to make the best of a good thing the company increased the roundtrip fare to 50¢ in 1892. Riding fell off immediately and receivership came in 1896.

The right to serve Lake Manawa was the cause of a bitter dispute between the Lake Manawa and Manhattan Beach Railway which was chartered by the Omaha & Council Bluffs Railway & Bridge Company and the Omaha, Council Bluffs and Suburban Railway.

The OCB&S had purchased the steam dummy line and the Manawa resort property in September 1899. Pursuant to a franchise granted in 1897 the OCB&S planned an indirect route from Omaha to Manawa via East Omaha using the Omaha Bridge & Terminal Railway Bridge. (This bridge still served in 1973 as the Illinois Central Railroad purchased the bridge company in 1911.) A carbarn and powerhouse was erected on Locust St. in East Omaha. Despite ambitious plans the only trackage constructed was the segment on North 28th St. which turned east on Avenue C to 16th St. and the Manawa line from 9th Ave. and Main via South 6th St.

Amid fierce legal battles the OCB&S started service on July 4, 1900. However, just when the arguments were about to reach their climax rumors of a consolidation were heard. Ten days later through service to Omaha was inaugurated over the O&CB using their equipment. The reason for this became evident on July 25 when the O&CB absorbed the OCB&S. Most OCB&S trackage was shortlived at best. Indications are that the North 28th St. trackage from Avenue N north to the OB&T bridge and the trackage on Avenue C was used for 10 days. Trackage on South 6th St. between 16th Ave. and 9th Ave. was used for four months.

The corporate environment solidified on December 22, 1902 when the Omaha & Council Bluffs Street Railway Company, successor to the Omaha Street Railway, leased the Omaha & Council Bluffs Railway & Bridge Company and its then two wholly-owned subsidiaries, the Omaha, Council Bluffs & Suburban Railway Co. and the Lake Manawa & Manhattan Beach Railway. This arrangement continued until termination of streetcar operations in 1948.

A single track branch of the Manawa line, built during 1909 and 1910, ran east on private right-of-way just south of 29th Ave. to the Iowa School for the Deaf. Hourly service from Council Bluffs was originally provided. Coal for the ISD steam plant was interchanged by the Milwaukee Road at 15th Ave. and South Main. Manawa's amusement section, built around 1899, enjoyed great popularity until the 1920's and finally closed in 1928. Thereafter, an hourly birney was able to handle the line's traffic until service to Lake Manawa and ISD was terminated on July 1, 1932. The line was cut at 29th Ave. where the private right-of-way began. One track

on South 6th Street between 16th Ave. and 29th Ave. was removed. Six days later the North 28th Street line, sole remaining vestige of the OCB&S, was abandoned.

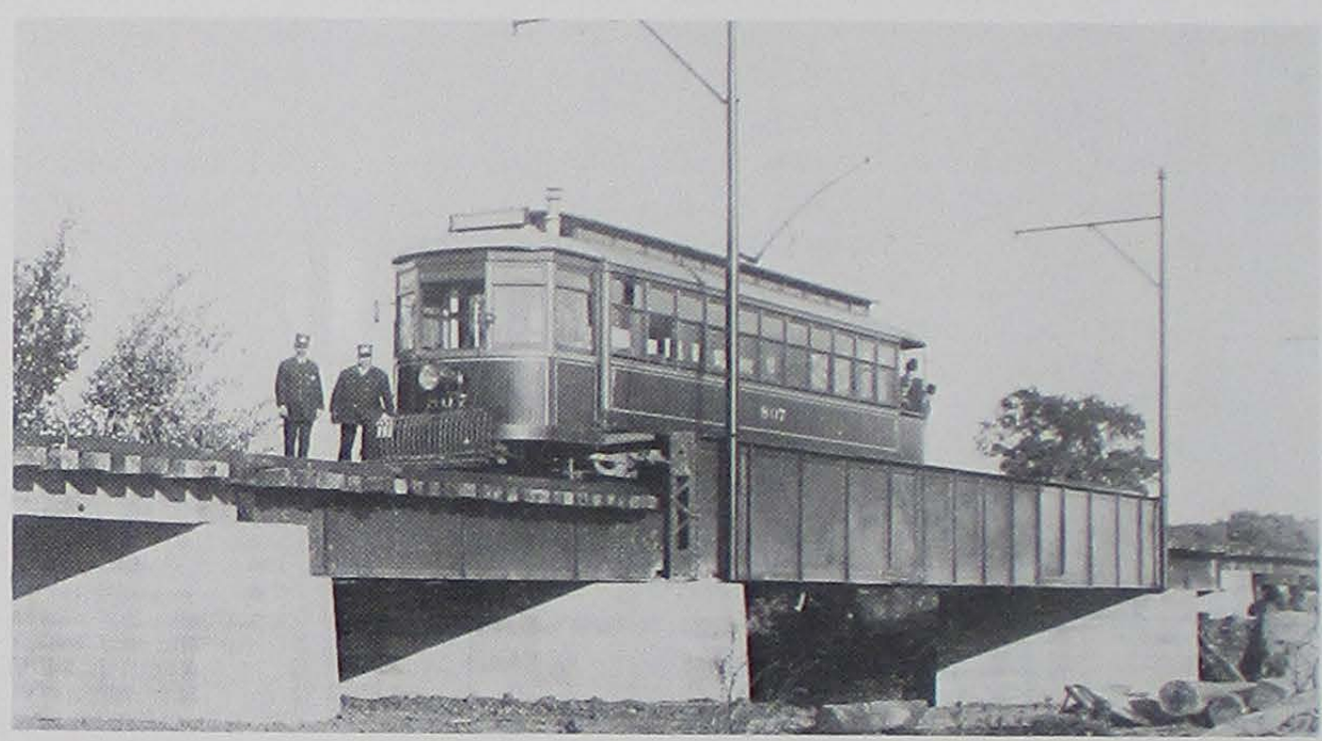
After World War I the effects of the automobile began to be felt. Second-hand birney cars were acquired from Boston in 1924. Also in 1924 cars 222-231 were converted to double end cars capable of one-man or two-man operation. They were used until 15 additional birneys arrived from Sioux Falls, South Dakota and Ottumwa, Iowa, in 1930. By 1931 all local service was provided by birneys.

An interesting line ran south on 1st Street through an attractive residential area and entered Fairmount Park through a 60 foot cut. Heavily loaded open cars carried swarms of people in good weather. In 1932 the picturesque cut caved in and the line was shortened to the Park entrance on June 7. At this time the North 8th St. line was abandoned and the UP Transfer loop was removed as double end birney cars were used on that line.

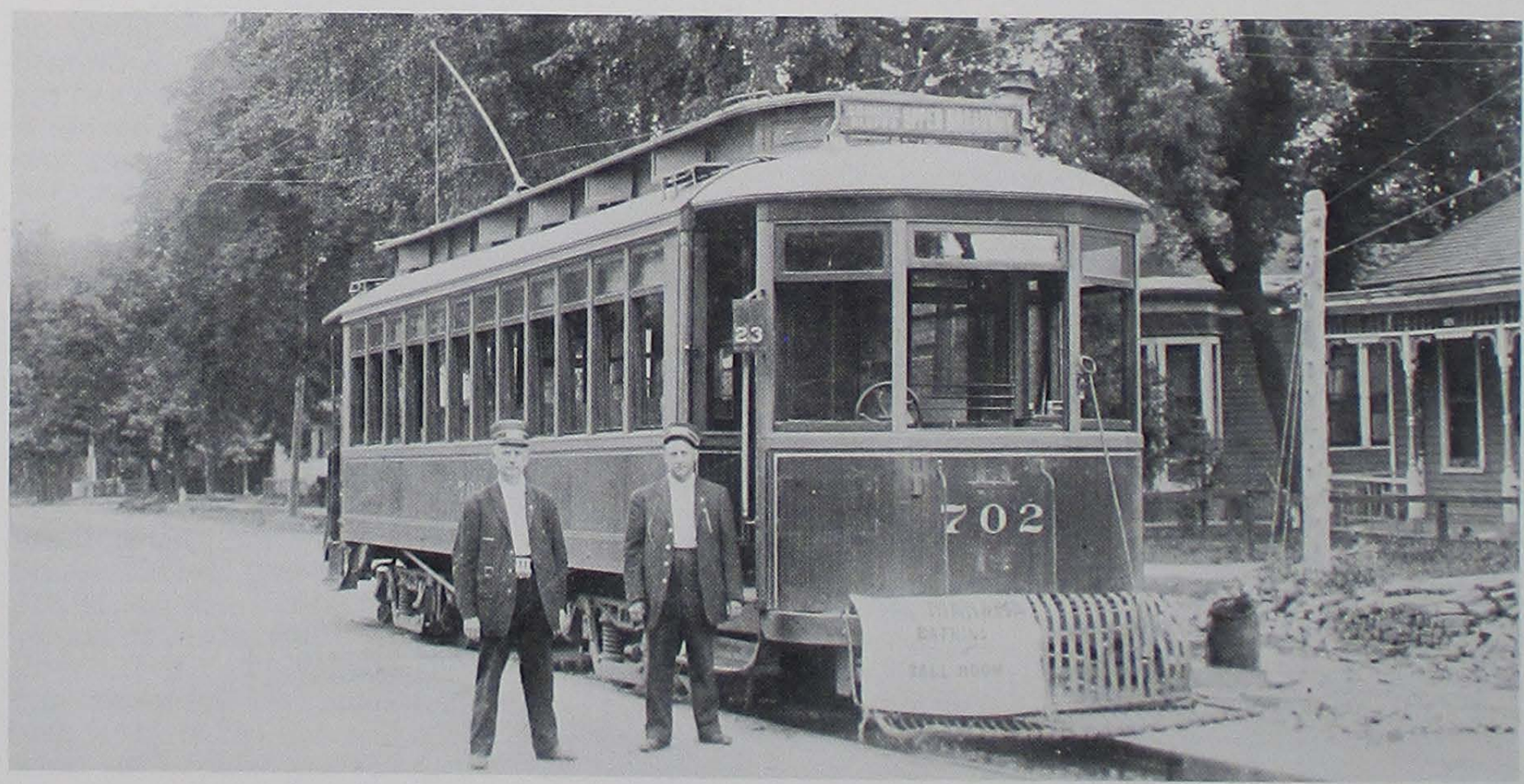
In 1935 the East Pierce Street line was abandoned from Oak to McPherson due to a repaving project and the wye at Oak Street was removed. Thereafter Omaha cars usually terminated at 1st and Main, although a few rush hour trippers ran to 15th Avenue and South Main.

For a short period in 1937 the 5th Avenue line was replaced by bus due to construction of the bridge over Indian Creek. The intention was to make the substitution permanent. However, streetcar service was restored due to frequent breakdowns and the long delay in securing a replacement bus from the Omaha garage.

Throughout the 1930's and 1940's the fare in Council Bluffs was 10¢, with 3 tokens sold for 25¢. Transfer privileges were available between the local lines and the Omaha line but not to Omaha local service. A 10¢ fare was required to cross the bridge. The operator on a birney car punched the "Omaha" block on the transfer to make it valid for an intercity journey. When



The early years of street railway operations are recorded in a remarkable collection of photographs. Cars built in the first decade of this century had open rear platforms. Car 807 is on the line to the Iowa School for the Deaf. This single track line was a branch off the Lake Manawa line. Though built in the same era as the 800 series, the 700's were not in service as long. 702 is shown in its original condition. The rear platforms were enclosed in 1918. Both photos Bostwick-Frohardt Collection, owned by KMTV, Omaha.

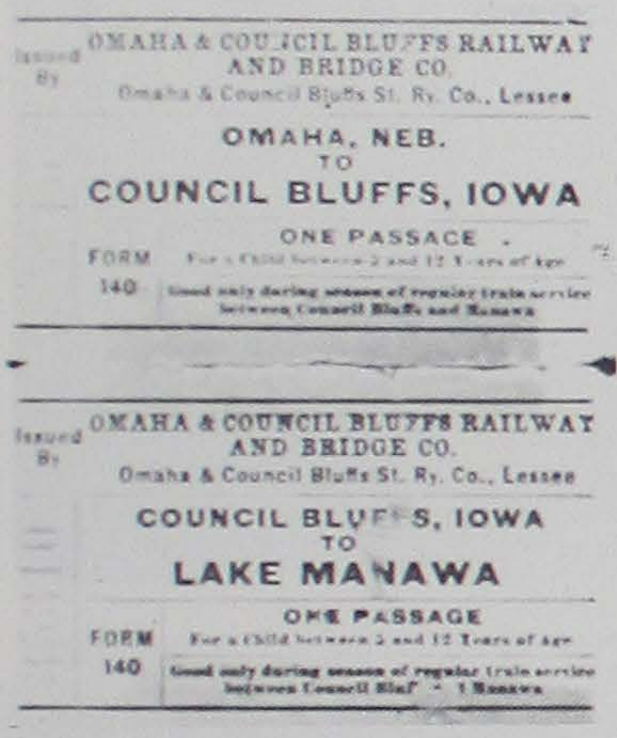


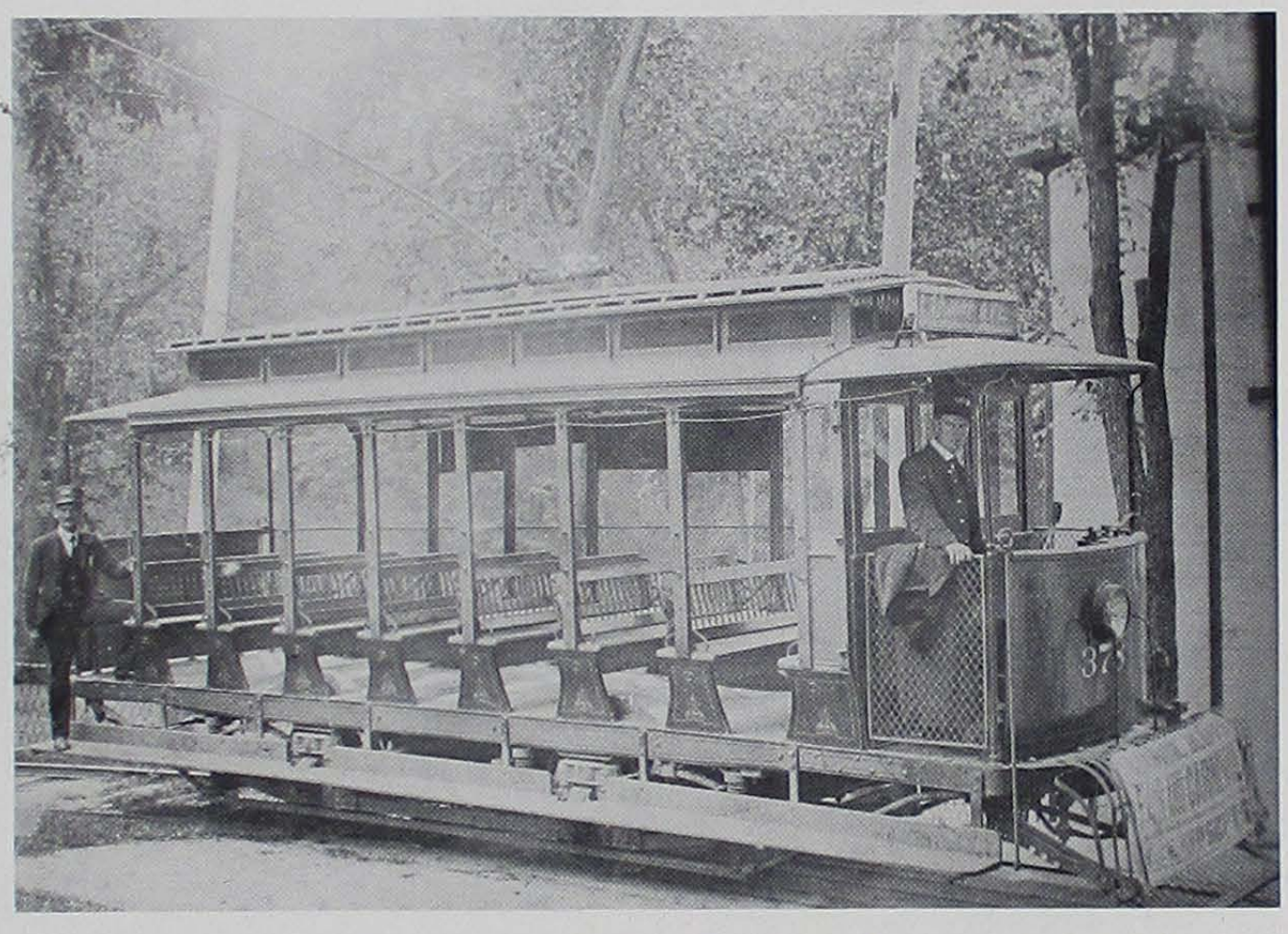
returning from Omaha seat checks were issued to intercity passengers. The checks were collected by the conductor as the cars crossed the bridge. In Nebraska a transfer was valid only as far as the smelter steps, the last stop in Omaha before the bridge.

During World War II traffic increased greatly but only fifteen birneys were available for service. The 5th Avenue-Harrison line was split in two to provide more frequent service on 5th Ave. There was also an insufficient number of intercity cars so five Omaha one-man cars were used as two-man cars in this service.

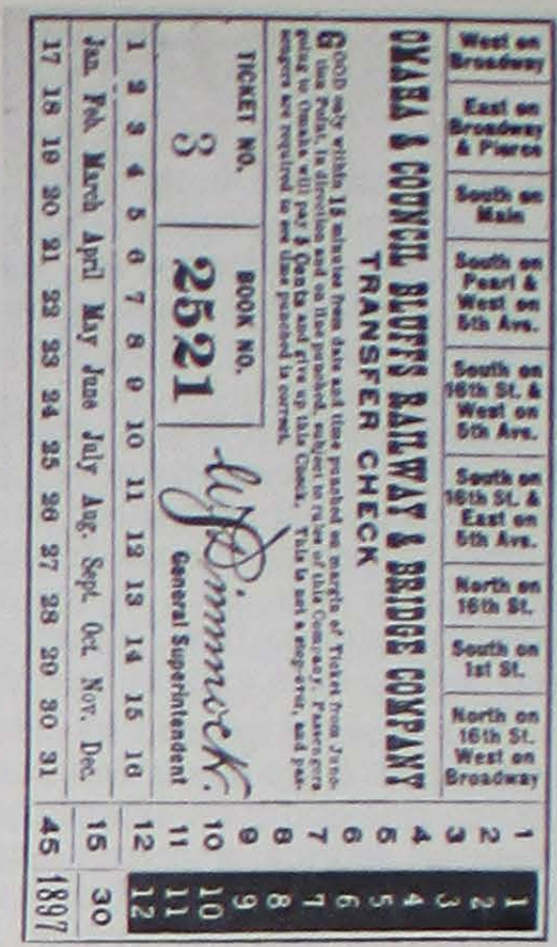
For a short period in 1947 O&CB operated what must have been one of the longer birney runs in this country. When the UP terminated its intercity service a birney was operated, for a single trip only, from 5th Ave. to Omaha. This attempt to provide service for the 1:00 a.m. shift change at the UP roundhouse was unsuccessful as few people rode the streetcar.

Though their franchise expired in December 1947, O&CB continued to operate as negotiations for a new franchise were in progress. When the city's final offer was rejected in August 1948, the city awarded the franchise to a new company, Council Bluffs Transit. On September 15, 1948, O&CB terminated local streetcar service. Intercity cars continued to operate under the protection of a court injunction. However, while the injunction was in effect the O&CB operated local bus service in competition with the new company's bus service. The injunction expired at noon, September 25, 1948. That afternoon Council Bluffs police gradually forced car after car into the barn. At 3:40 p.m. the last car, number 875, was halted at the carbarn. Its passengers were refunded their fares as street railway service in Council Bluffs had come to an end. Private operation of the buses could not be sustained. In 1971 the residents of Council Bluffs approved the creation of a transit authority. Public operations continue at the end of 1974.





The only known photograph of a series of open bench cars of which 378 was a part is shown above. The geneology and disposition of these cars is unknown as they are not shown in the accompanying rosters of equipment. When service was provided to the Iowa School for the Deaf the institution was in the middle of the country. Car 295 was built in 1907 by American Car Co. and served until the abandonment of the Lake Manawa line and the branch to the "Deaf Institute" in 1932. Both photos from the Bostwick-Frohardt Collection, owned by KMTV, Omaha.



OMAHA & COUNCIL BLUFFS RAILWAY & BRIDGE COMPANY
TRANSFER CHECK

GOOD only within 15 minutes from date and time punched on margin of Ticket from Junction Point, in direction and on line punched, subject to rules of this Company. Passengers going to Omaha will pay 5 Cents and give up this Check. This is not a stop-over, and passengers are required to see time punched is correct.

TICKET NO. 3 BOOK NO. 2521

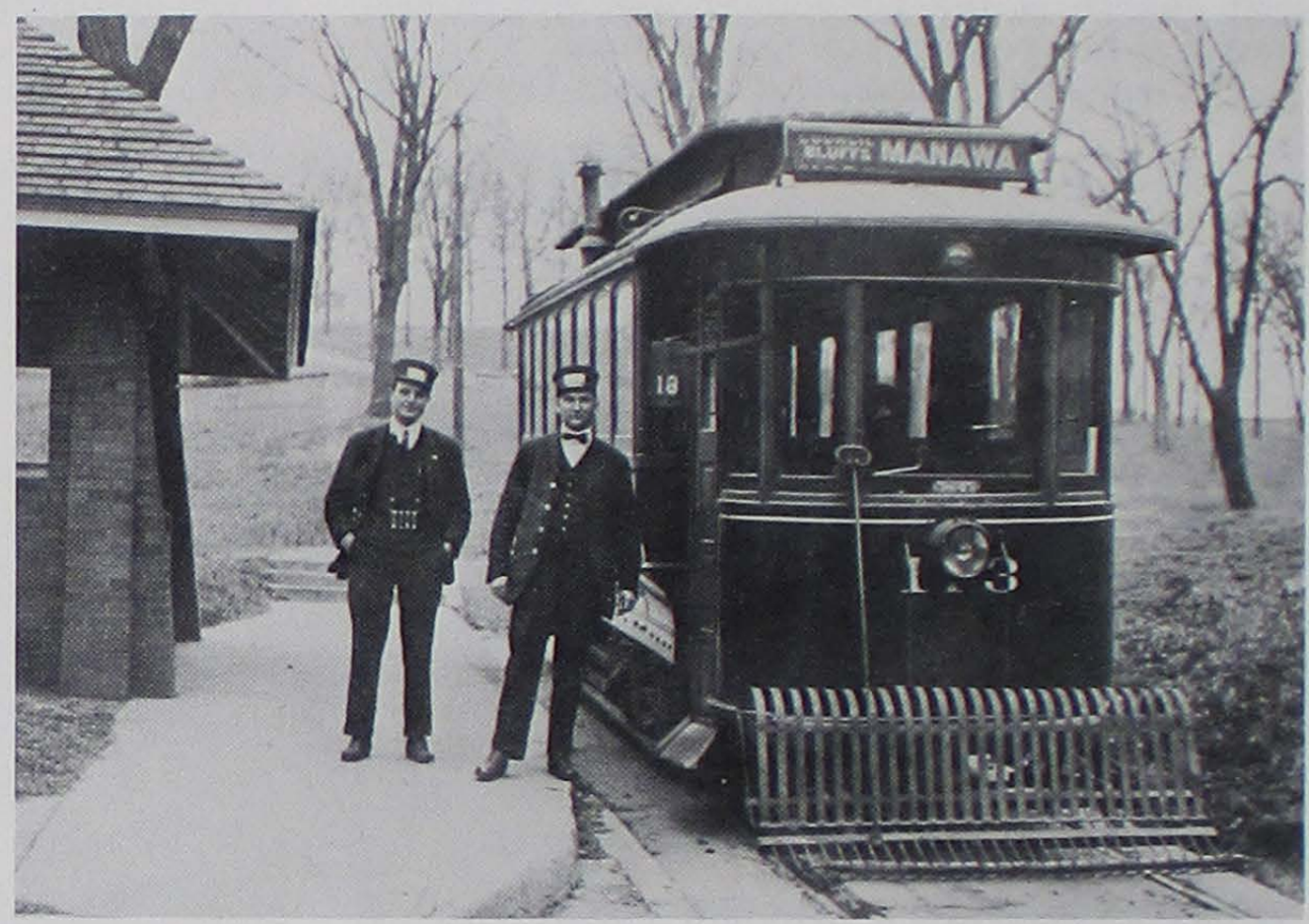
W. D. Dinnock
General Superintendent

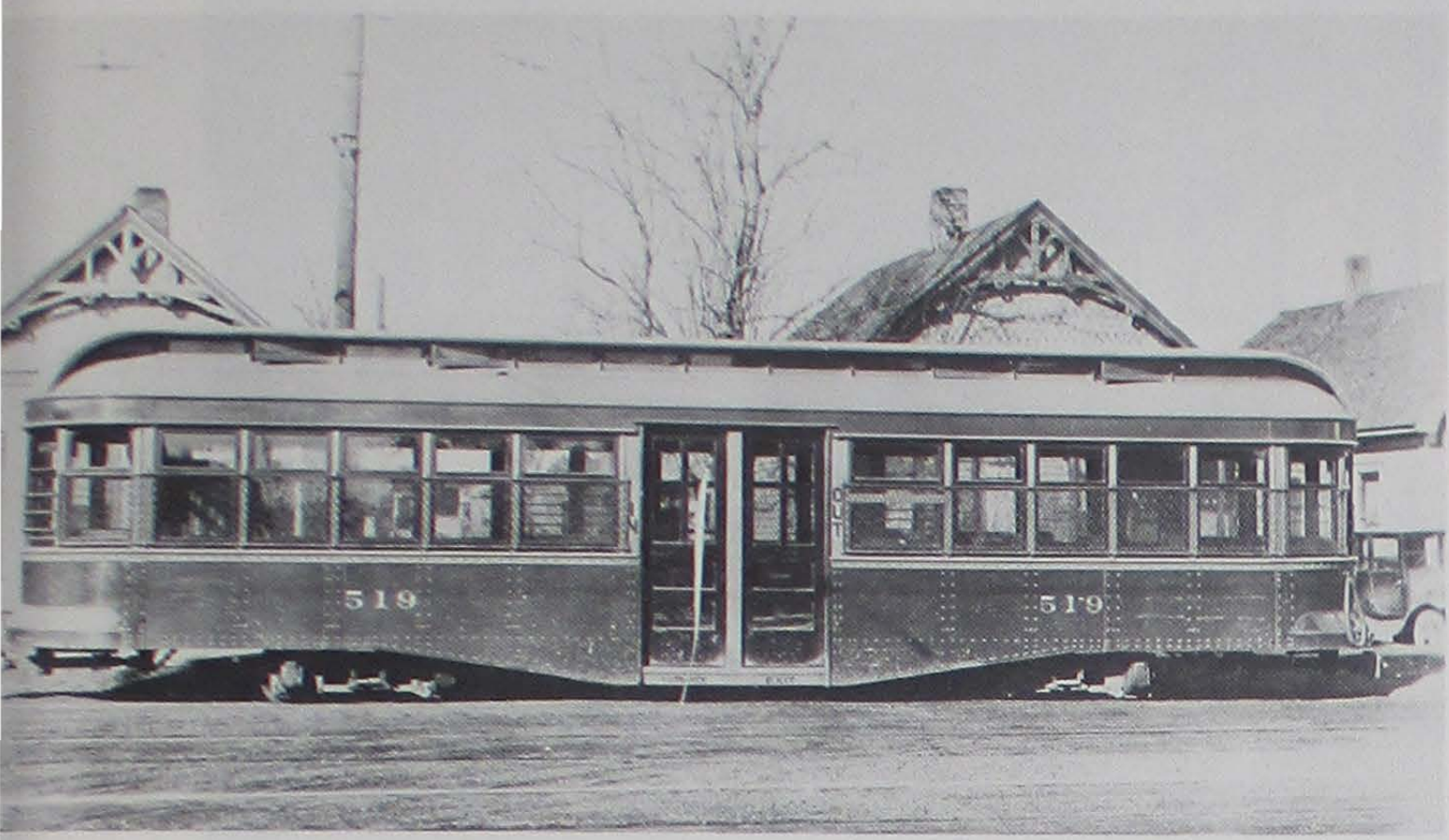
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.																			

West on Broadway | East on Broadway & Pierce | South on Main | South on Pearl & West on 5th Ave. | South on 16th St. & West on 5th Ave. | South on 16th St. & East on 5th Ave. | North on 16th St. | South on 1st St. | North on 16th St. West on Broadway

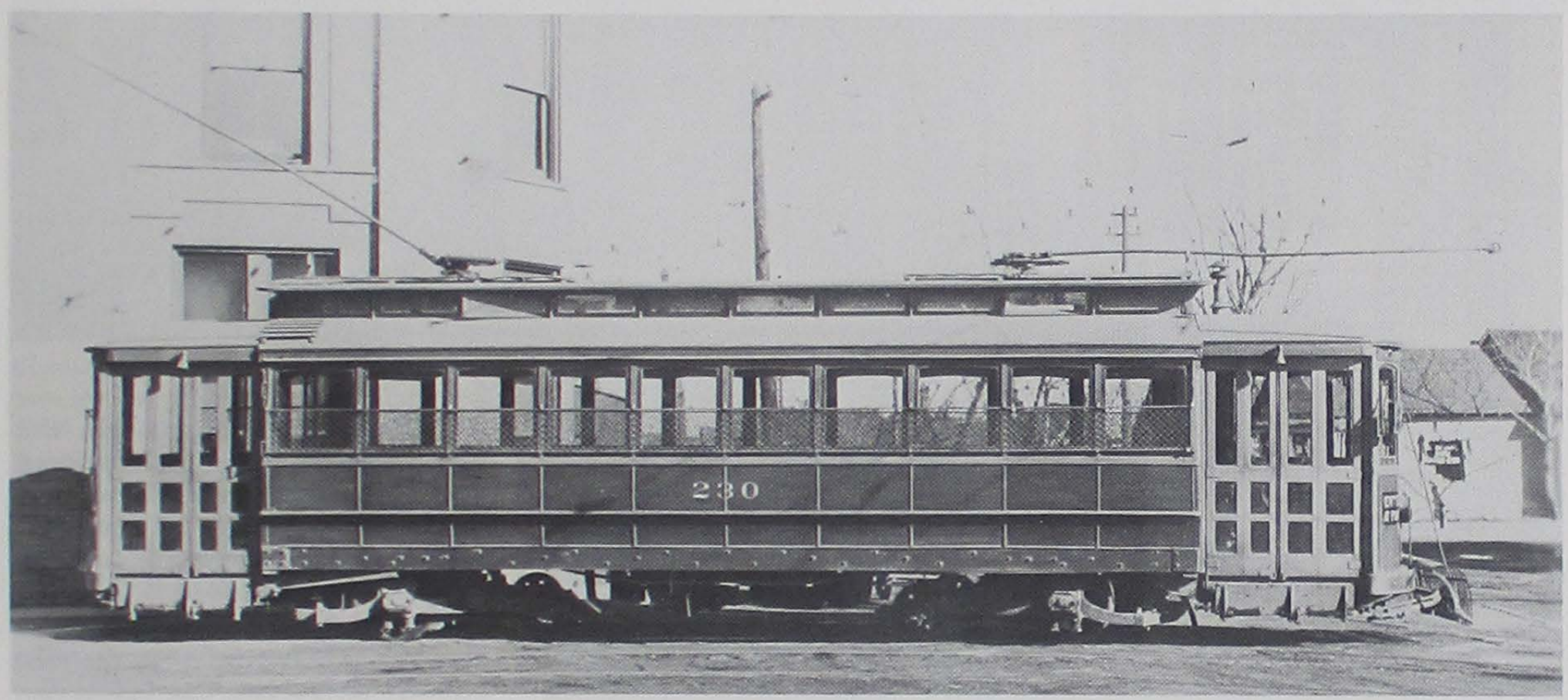
1	2	3	4	5	6	7	8	9	10	11	12	15	45	1	2	3	4	5	6	7	8	9	10	11	12	30	1897			

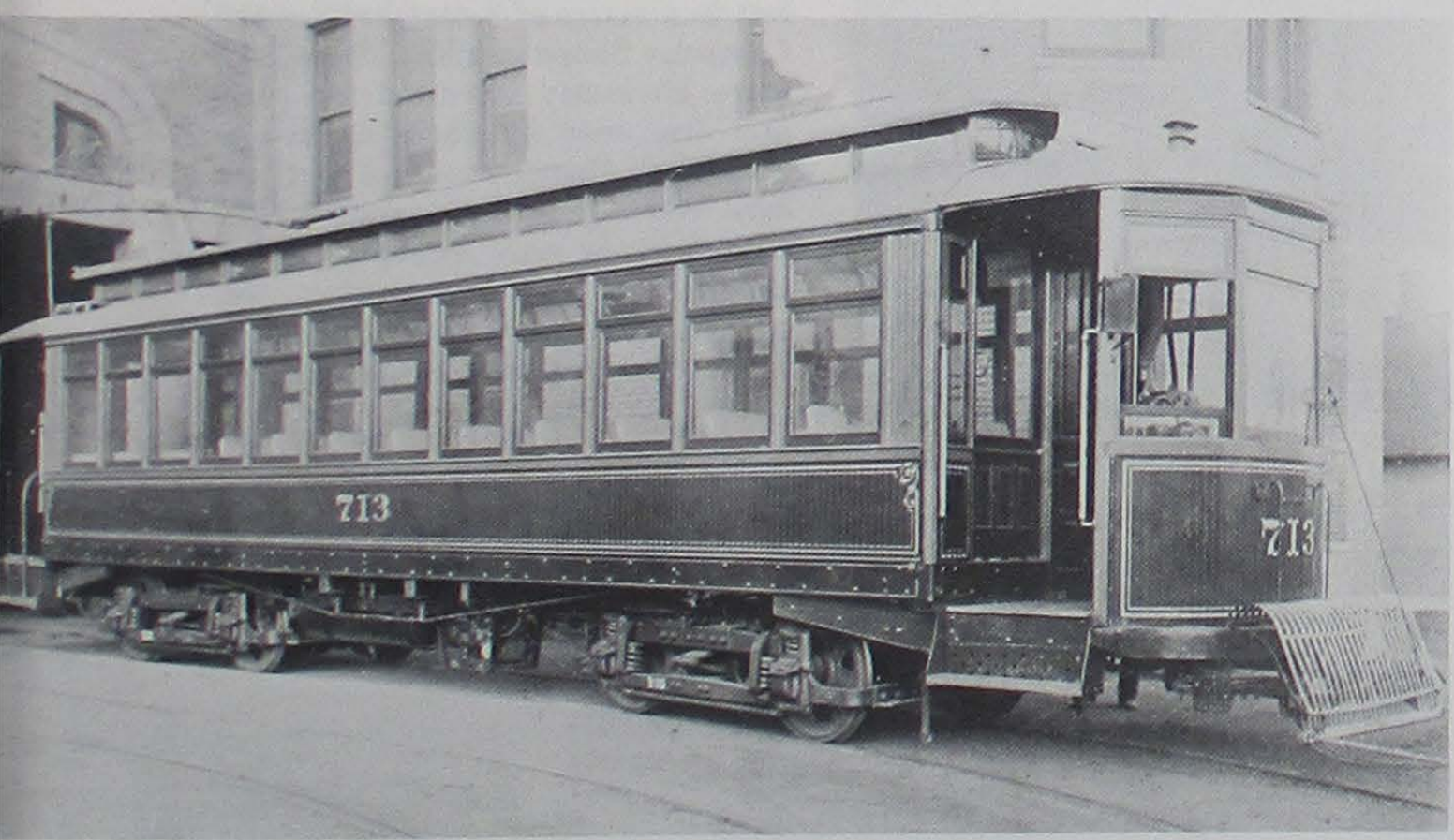
Between 1895 and 1904, Jones Car Co. built 82 cars for the O&CB. These cars carried passengers for years and later some of them entered work service. Two cars, 99 and 108, were assigned in winter months to preheat the 500 series trailers. Car 95 is on 28th Street approaching Avenue A. Car 113 and crew are at Walnut Hill Cemetery. This station was near McPherson Avenue at the end of the East Pierce Street line. At this time service between East Pierce Street and Lake Manawa was through routed. Starting in 1913, when the trailers were built, two-car train operations were conducted. This train is on 28th Street alongside the Council Bluffs carbarn. All photos from the Bostwick-Frohardt Collection, owned by KMTV, Omaha.



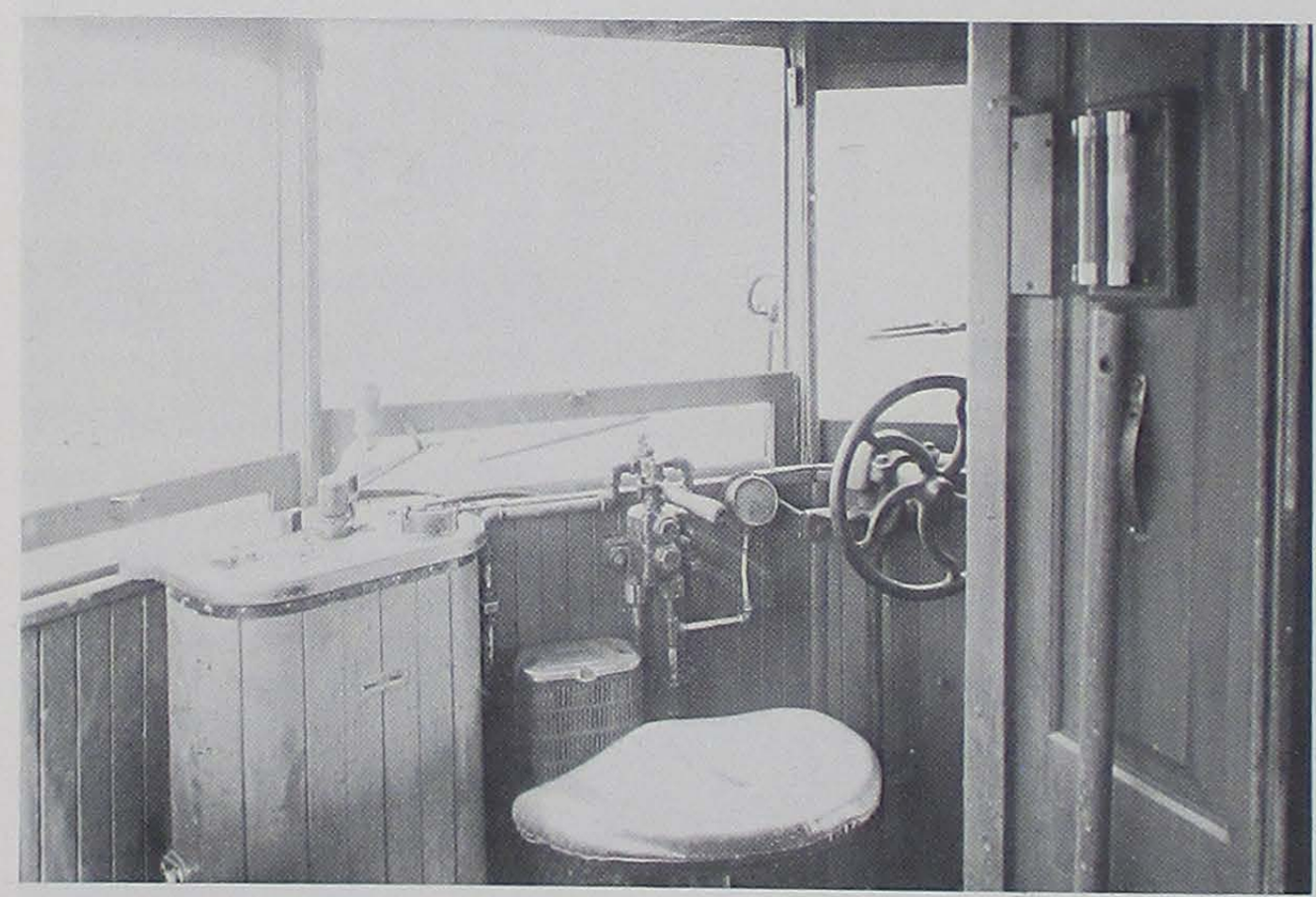


519 is one of 10 trailers built by the Company Shops in 1913. These cars had electric heat. Current was provided through contacts on the Tomlinson couplers from the 700 series cars which pulled the trailers. These cars remained in service until December 1929 when the Council Bluffs-Omaha line was extended beyond downtown Omaha by consolidation with the Dundee line. This through routing lasted only 4 months. The trailers were scrapped shortly after their retirement. Bostwick-Frohardt Collection, owned by KMTV, Omaha.

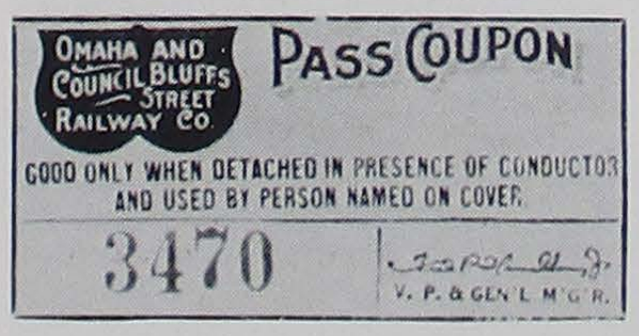


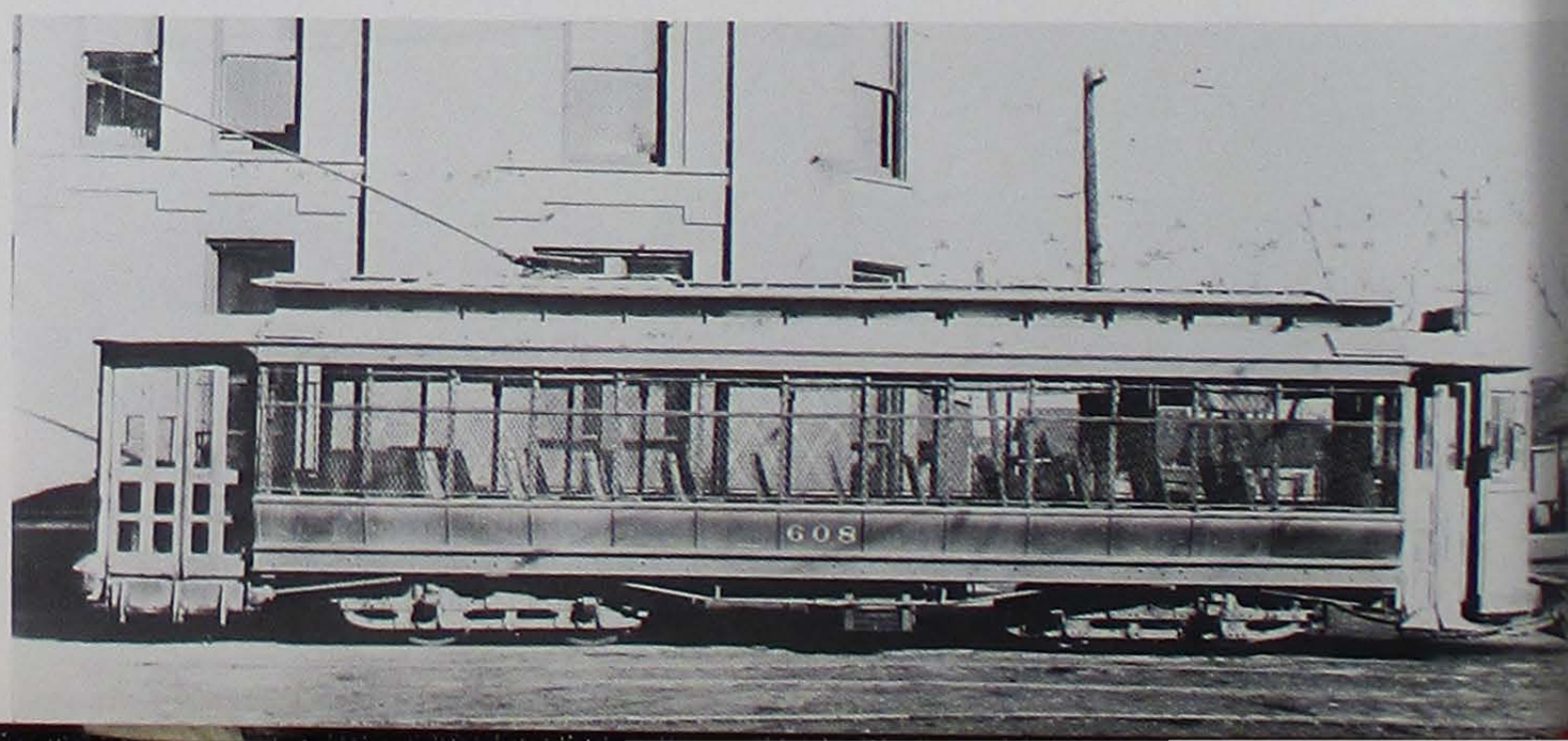


The 200 and 700 series cars were products of American Car Co. Both series were built in the first decade of the 20th Century. Car 230 and her sister were used in local service until the service abandonments of the 1930's rendered them surplus. Car 713 and her sisters were used in the intercity service. These cars were heated by a hot water system. The chimney pipe of the coal stove is visible through the lowered front window. The 700 series cars served until they were replaced by the 800's between 1932 and 1934. Both photos Bostwick-Frohardt Collection, owned by KMTV, Omaha.

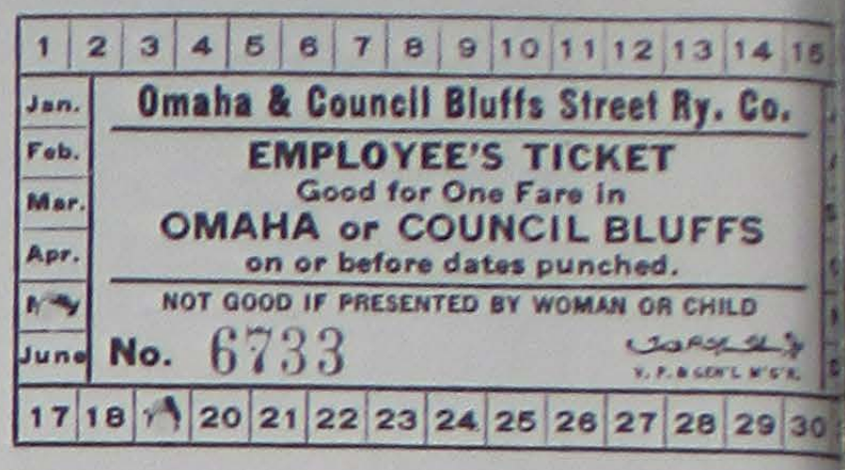


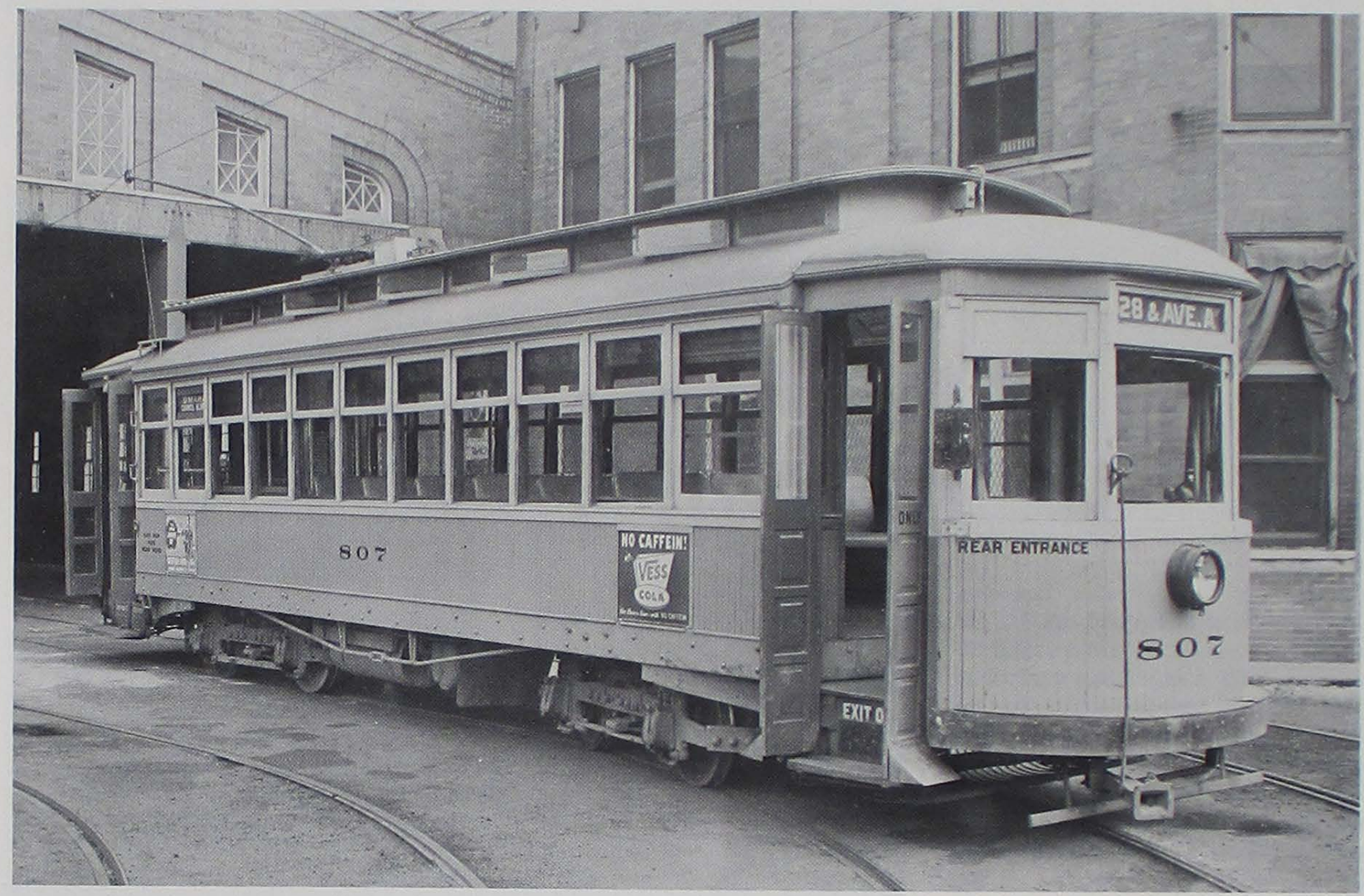
An interesting feature of the O&CB's cars were the enclosed motorman's cab which can be seen in this interior view of Car 801. Inside the cab was the control position which included a "K" type controller. This type of controller served many interurban and street railway companies. Car 608 is the last in a series of 8 cars built in the Company Shops in 1907. These cars were obviously intended for summer use only by their open construction. Also the motors in these cars were the same motors that propelled the snow sweepers which cleaned the streets during the winter. All photos from Bostwick-Frohardt Collection, owned by KMTV, Omaha.



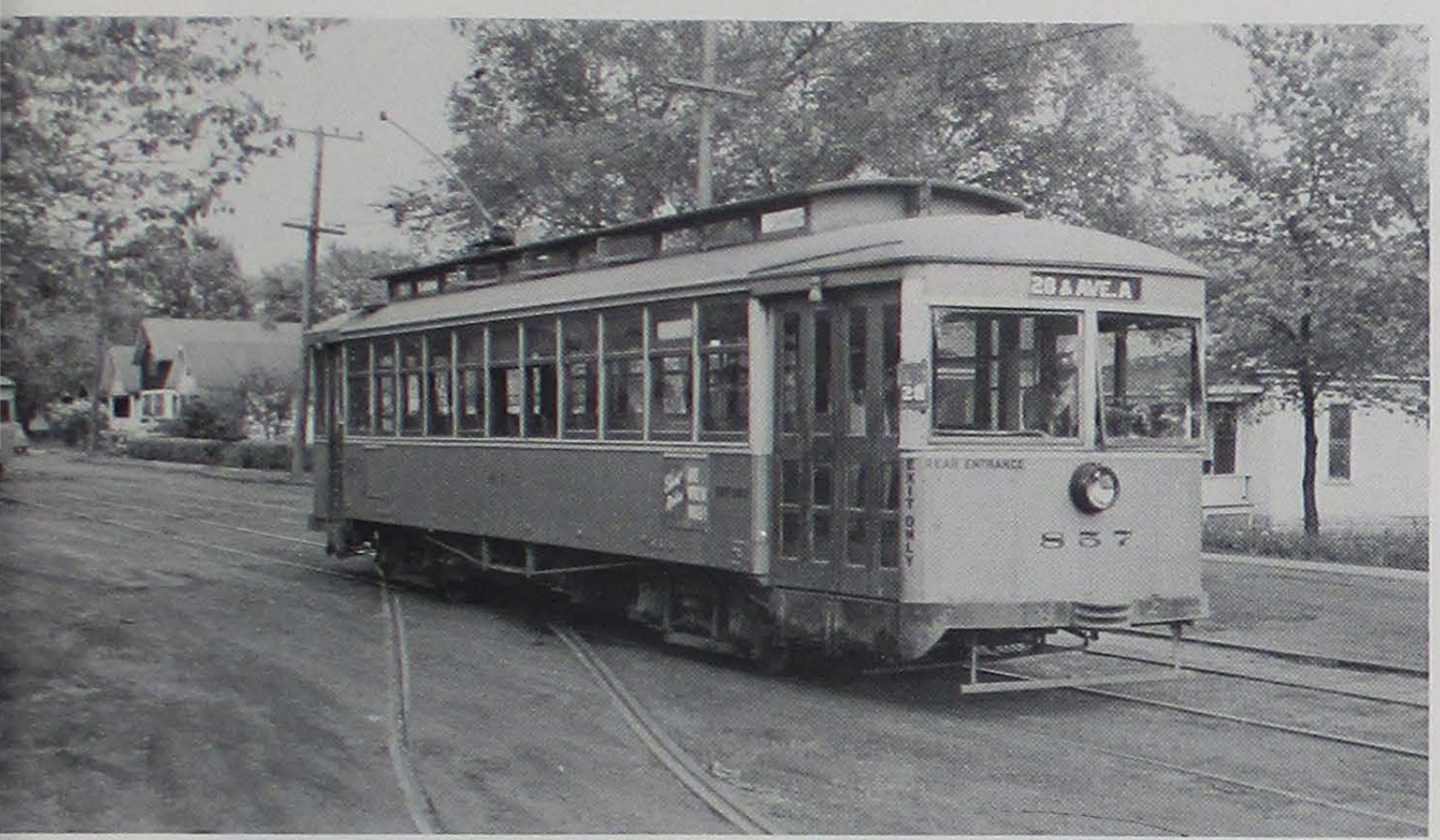


Car 715 is entering Omaha over what was then known as the Douglas Street Bridge. The street railway owned the bridge and charged vehicular traffic a toll to use it. In the mid-thirties the bridge was sold to Ak-Sar-Ben, a civic organization. A Birney was a spartan vehicle. Only the basic essentials were present in its interior. The controller, air brake stand, and farebox boldly stand out in stark contrast to the fine wood that enclosed the control position on the remaining cars owned by the company. Operating headquarters of the Council Bluffs service was this carbarn at 28th Street and Avenue A. The franchise granted a predecessor company provided for service on 28th Street. Between 1899 and abandonment in 1932 a car made a round trip to Avenue N around 6:00 a.m., Noon and 6:00 p.m. The trip was made by a car on its way in or out of the barn. If a single end car was used it would have to back up on one leg of the trip as no turning facilities were provided. All photos Bostwick-Frohardt Collection, owned by KMTV, Omaha.

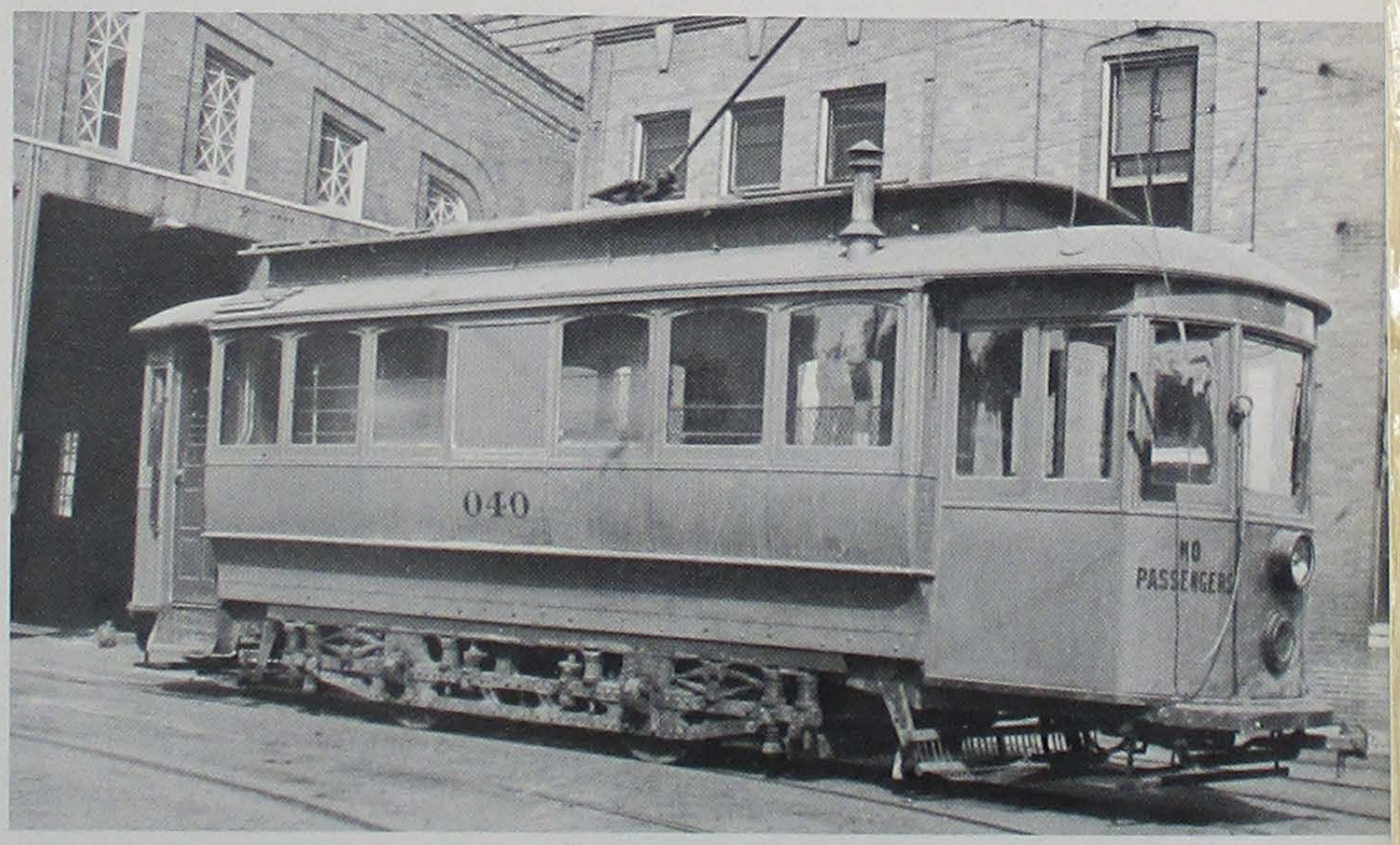




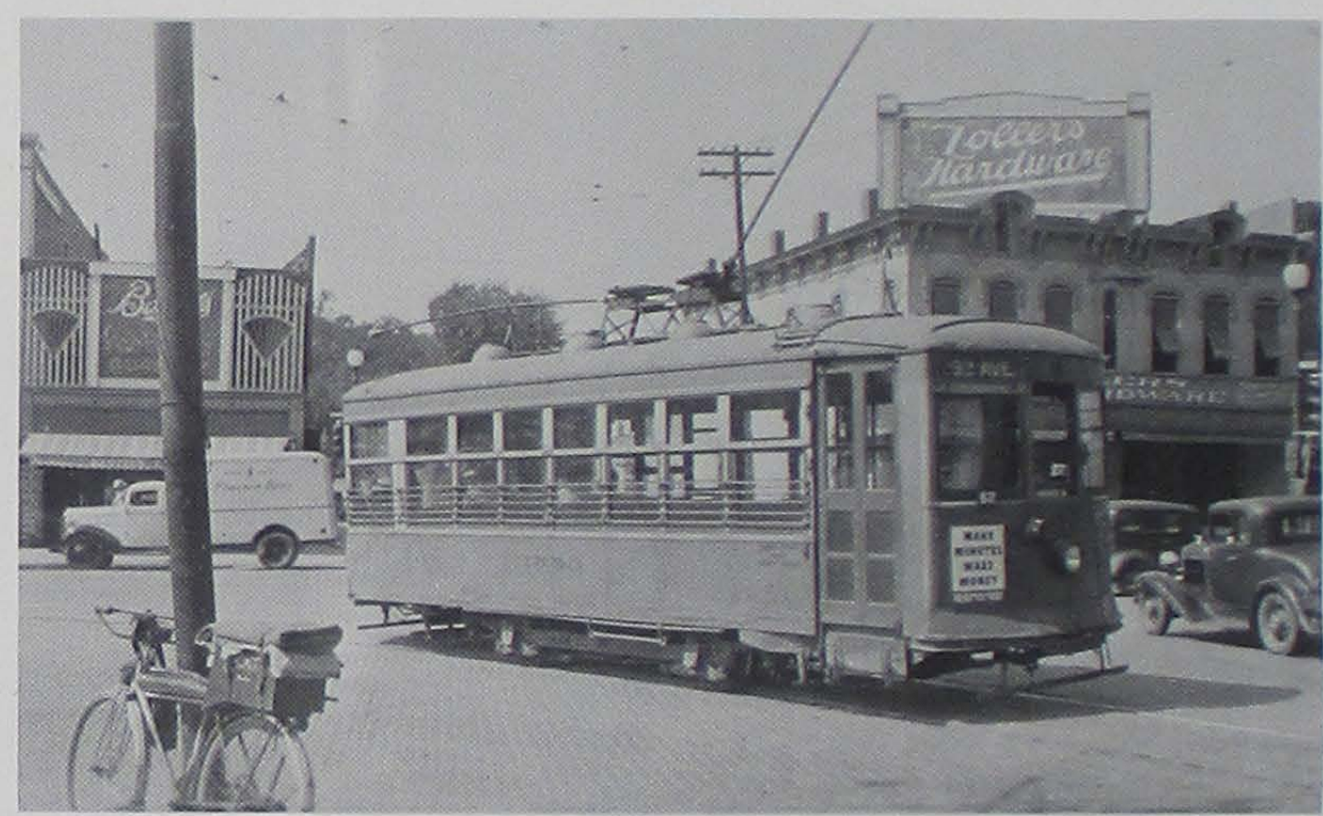
1559 waits at the end of the Fairmount Park line. After 1932 the cars terminated on Graham Avenue as shown here. Before 1932 the cars entered the Park through a deep picturesque cut which caved in. Car 807 poses for a classic "roster shot". In this view one can study the details of this car as well as the craftsmanship of the company's shop forces who built this car in 1908. She served well for forty years, at least two to three times the service life of the buses which replaced her. Both photos Bostwick-Frohardt Collection, owned by KMTV, Omaha. **Two of the company's snow sweepers posed for the photographer at the carbarn.** C.D. Kring photo.



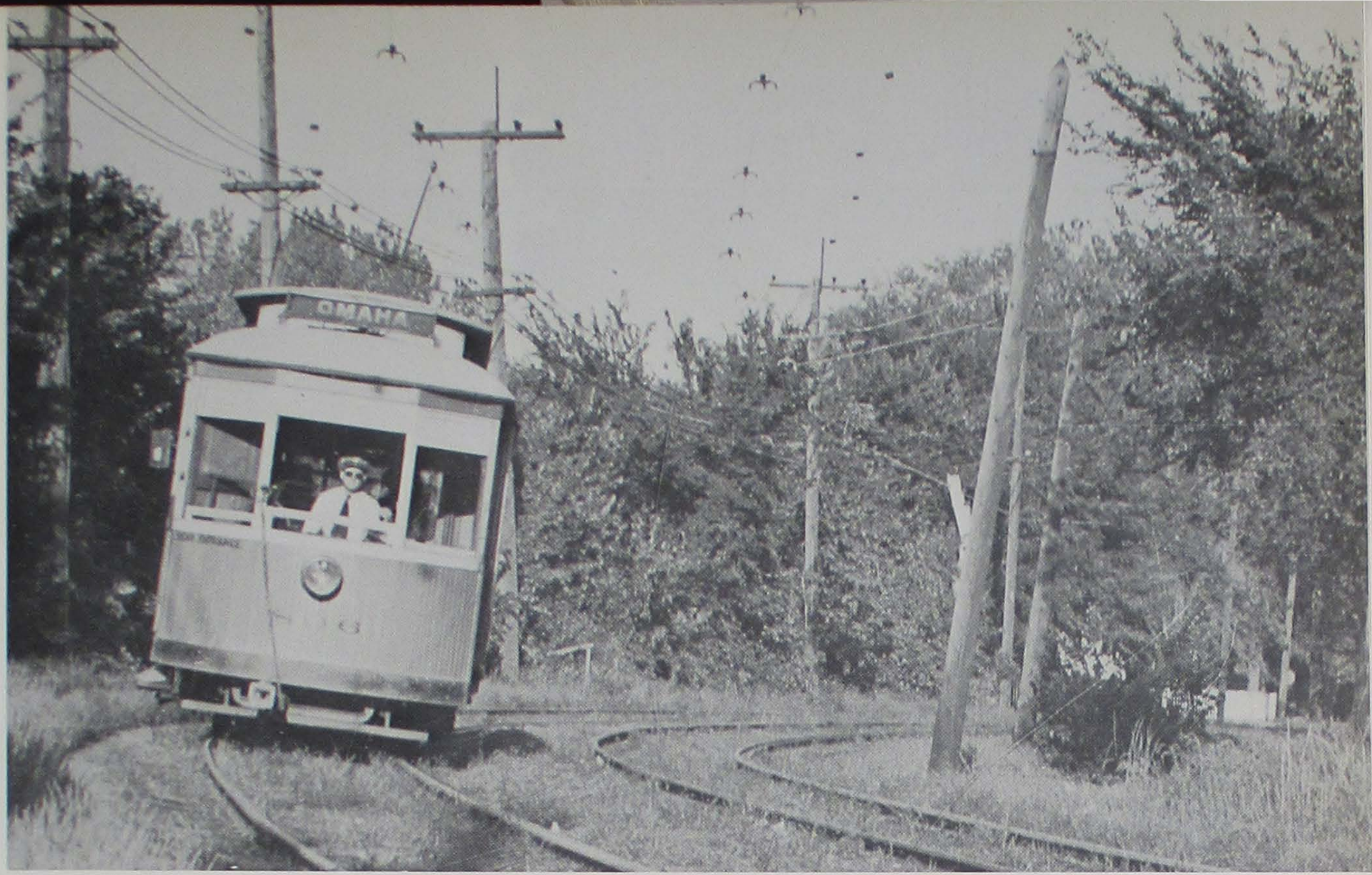
Cars 801-808 were assigned to Council Bluffs service for many years. In 1932 they were joined by other 800 series cars which had previously operated in Omaha. In its twilight days 801 passes the carbarn in May 1948 on its way to Omaha. A few of the 800 series were rebuilt by the company to give the cars a more modern appearance. 857 was one of the cars so rebuilt. Shown here near the carbarn in May, 1948 this car was nearing the end of its service life. Both photos Frank E. Butts. **After years of passenger service some of the original cars, which were numbered in the 100 series were rebuilt for salt car service. 040 is an example of how these cars appeared in work service.** C.D. Kring photo.



Originally owned by the trolley company the bridge to Omaha was sold to a civic organization called the Ak-Sar-Ben. It was from this group that the bridge received its popular name. In September, 1947 the structure was deeded to the City of Omaha and the tolls eliminated. A modernization program which included laying new streetcar tracks was concluded at this time. One of cars originally assigned to Council Bluffs 807, is descending into Omaha at the intersection of 9th and Douglas Avenues. This picture was taken on April 27, 1947. C.D. Kring photo.



Birney 1553 is turning from South 1st Street onto Broadway. On August 19, 1940 this car is running from East Pierce Street to 29th Avenue. 29th Avenue and Main Street is the point to which the Lake Manawa line was cut back in 1932. Ed Frank photo. **Streetcars had an advantage over buses which is obvious in this picture. The rear platform, as well as the front platform, could virtually double the capacity of the car. A well occupied 832 is passing the carbarn in May, 1948 enroute to downtown Council Bluffs.** Frank E. Butts photo.

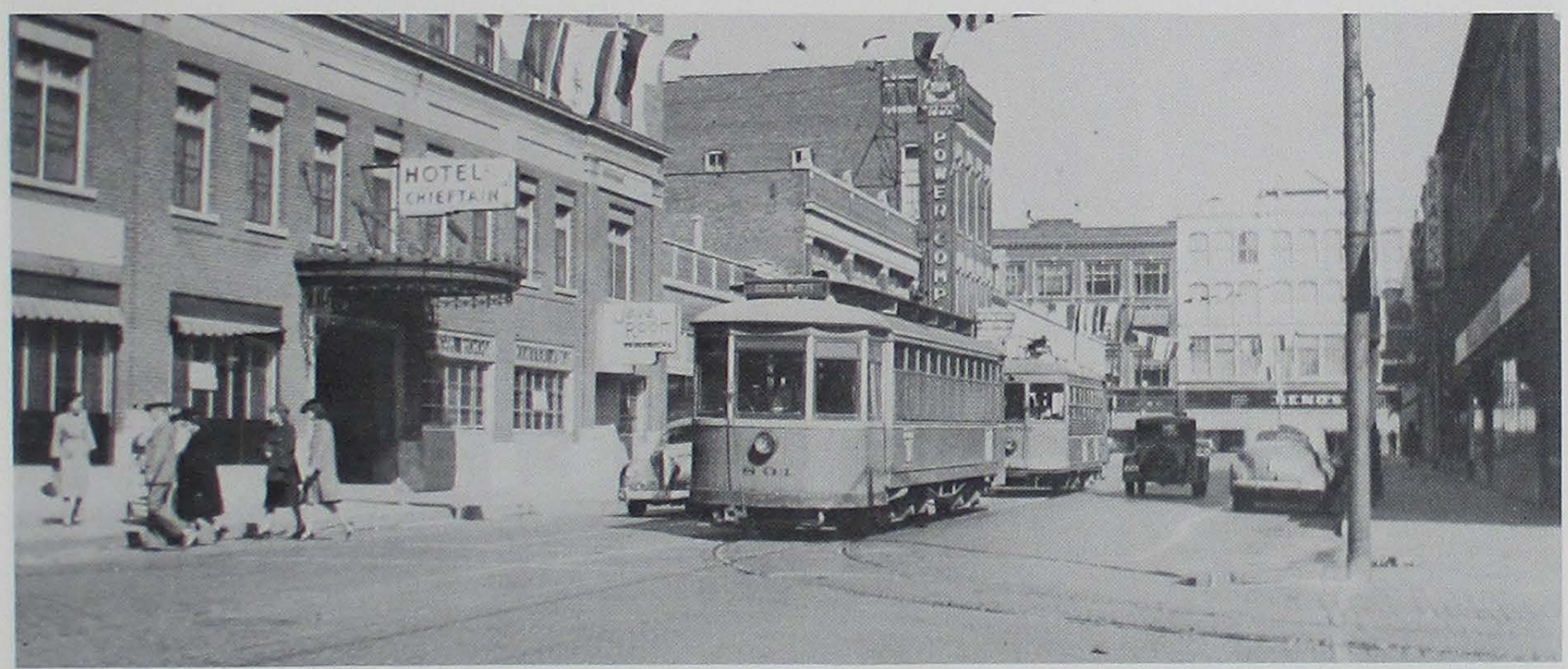


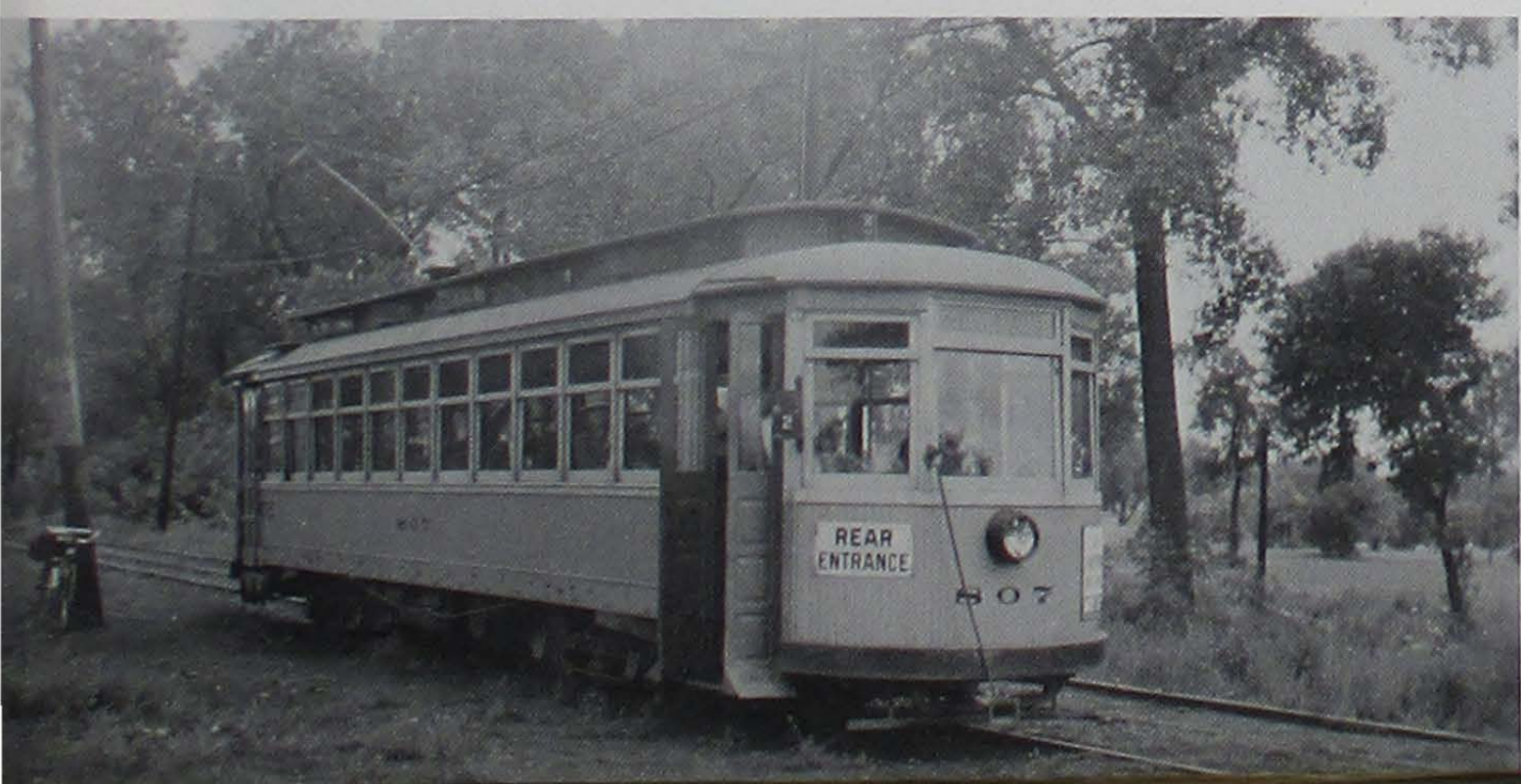
Operations in Council Bluffs were conducted in a variety of surroundings. A sweeping curve on private right-of-way west of 37th Avenue provides a rustic background for 806 on its way to Omaha. This picture was taken three days before the local service ended on September 12, 1948. C.D. Kring photo. **On October 19, 1947, 1567 is traveling through the established residental area on Benton Street. This car is operating on the Harrison Street Line.** C.D. Kring photo from Richard R. Andrews **Council Bluffs is a railroad and industrial town. 1552 is crossing the Milwaukee Road near the former 15th Avenue interchange in May, 1948.** Frank E. Butts

"No transfers issued or accepted." That sign on the front of "Omaha one-man car" 843 identifies this picture as being taken during the 10-day injunction period in September, 1948. Between September 15 and 25 only intercity streetcar operations were conducted. In strange territory, 843 waited at 1st Avenue and South Main Street on September 19, 1948. This location was the transfer point between the local and intercity cars. The Birneys had been out of service for four days. These desperate operations came to an abrupt end with the expiration of the franchise at Noon on September 25. C.D. Kring photo from Richard R. Andrews.

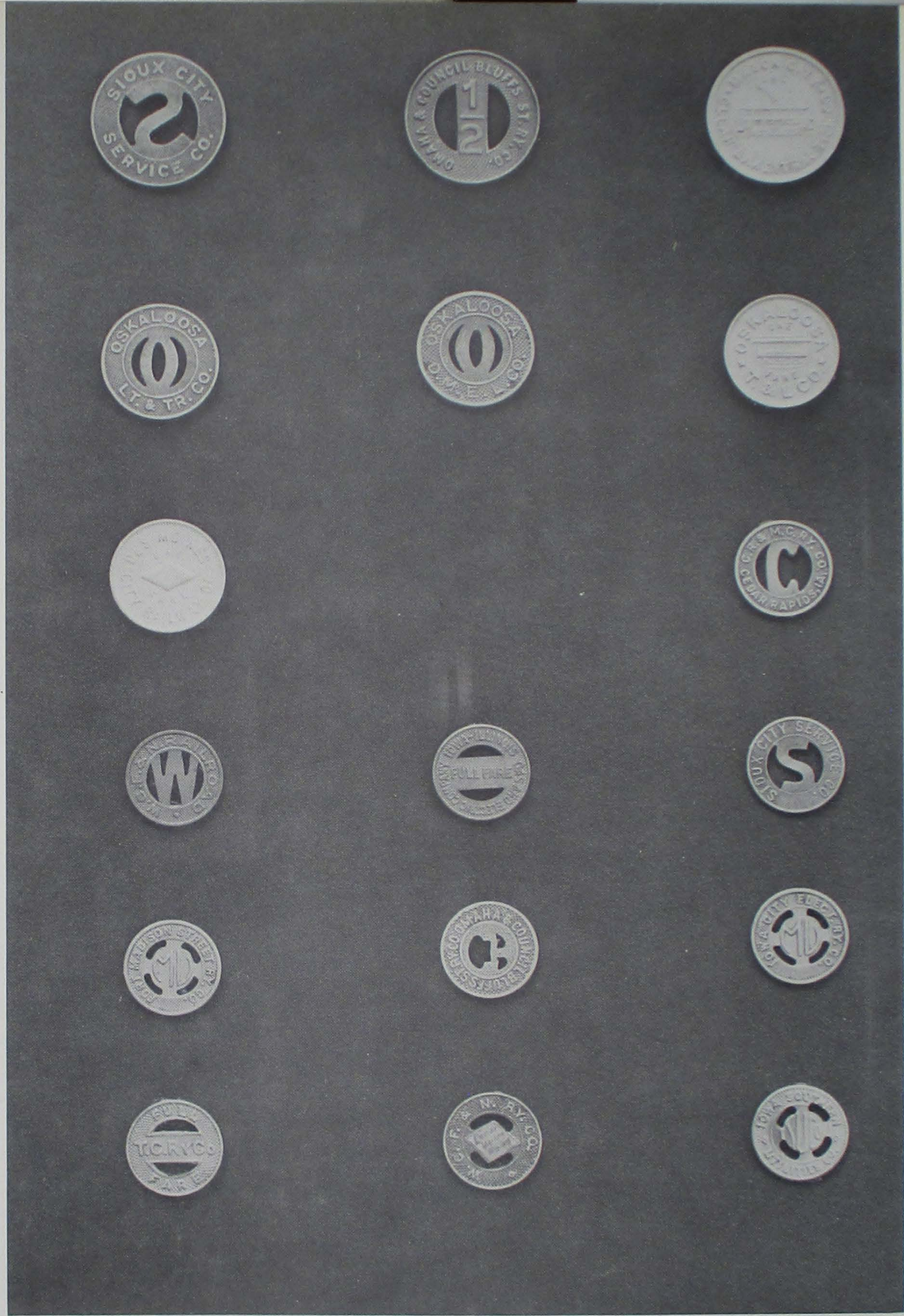
Running inbound on Broadway past the Broadway Methodist Church at South First Street, car 1567 is operating on the Harrison Street line. Frank E. Butts photo. **Right: A return to the peaceful days is a better way to conclude. In August, 1940 a well maintained 1505 is operating through downtown Council Bluffs. Pictured on Broadway this car was providing service on the Harrison Street line. Yes, those were the days of traction in Council Bluffs.** Ed Frank photo.

Local service radiated from the "Head of Broadway", Broadway and Main. The lines that ran northeast on Broadway passed the Broadway Methodist Church. Cars to Fairmount Park and East Pierce Street turned down First Street in front of the church. Harrison Street cars and, until 1929, Broadway cars continued past the church. In another view also taken in August, 1940, car 1555, inbound on the Pierce Street line, is waiting for Fairmount Park bound 1501 to clear the single track. This junction is at Pierce and South First Street. Both photos taken by Ed Frank.





On September 28, 1947, Birney 1555 is following intercity car 801 down Pearl Street. Both cars are about to turn into 1st Avenue where the transfer is made. C.D. Kring photo submitted by Richard R. Andrews who provided artifacts reproduced in this section. **Cars between cities operated on Avenue "A". 807 has recently crossed the Missouri River and is approaching the carbarn at 28th Street.** Ed Frank photo.



Collection of Joseph M. Canfield.

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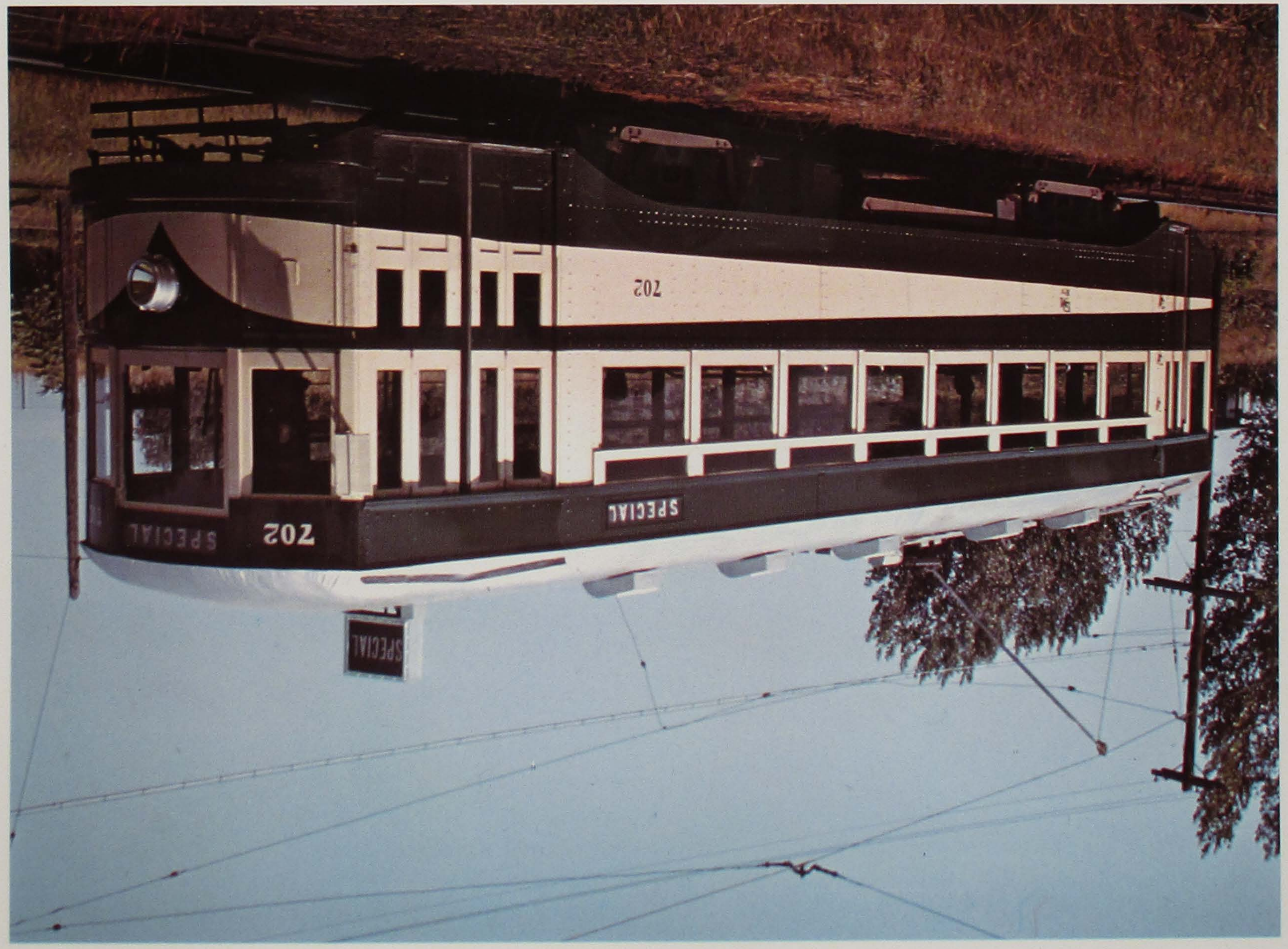
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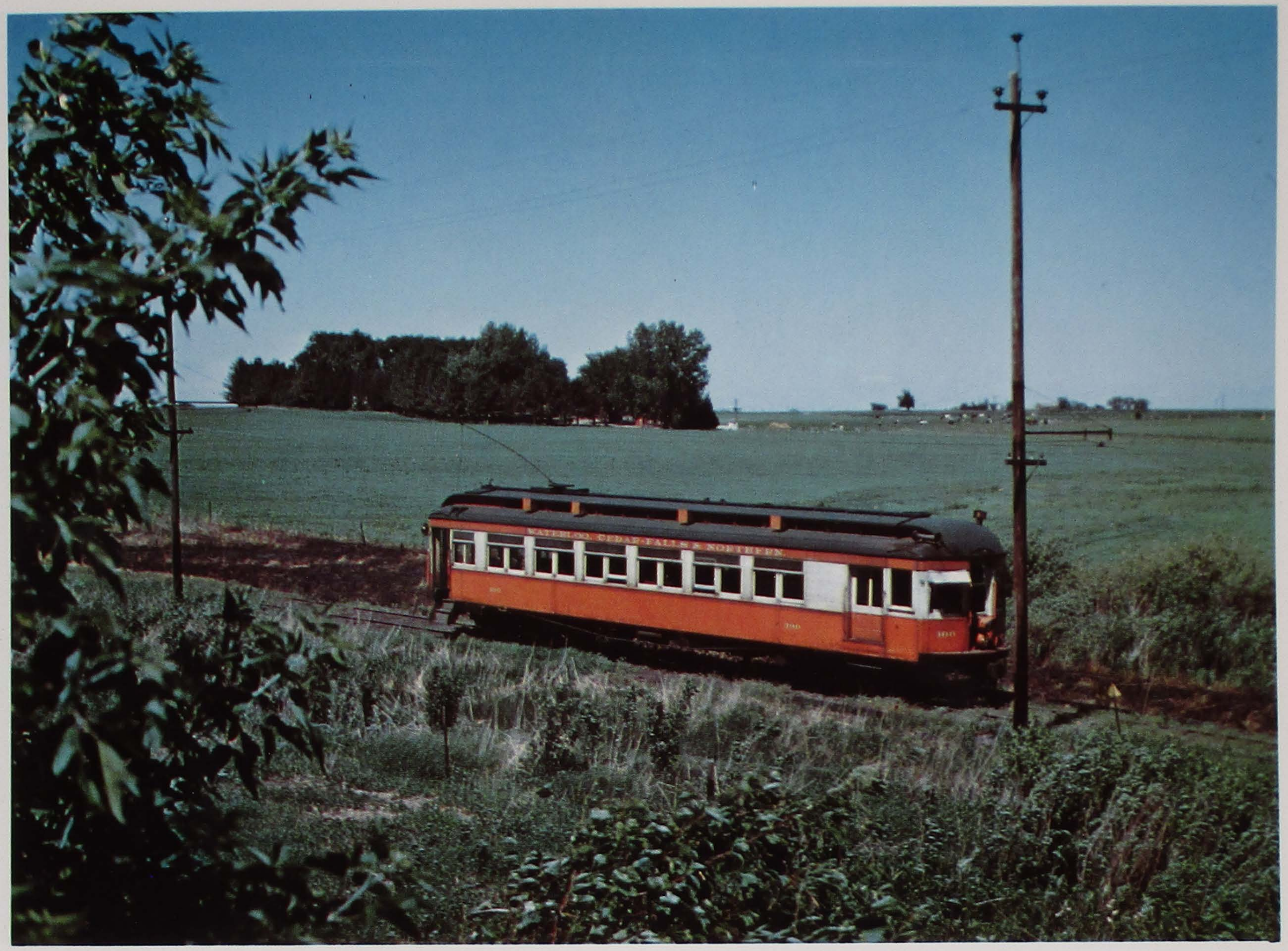
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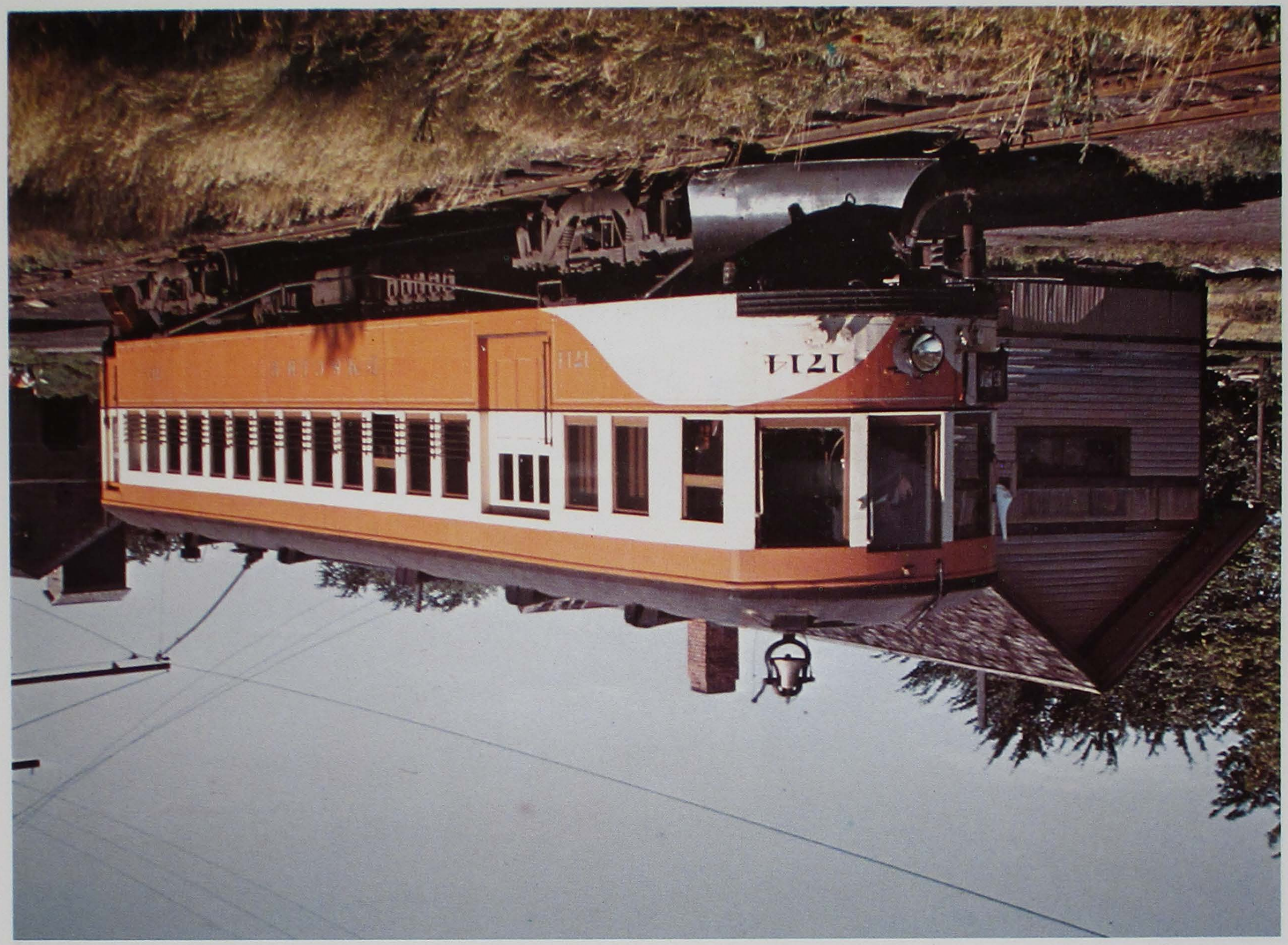
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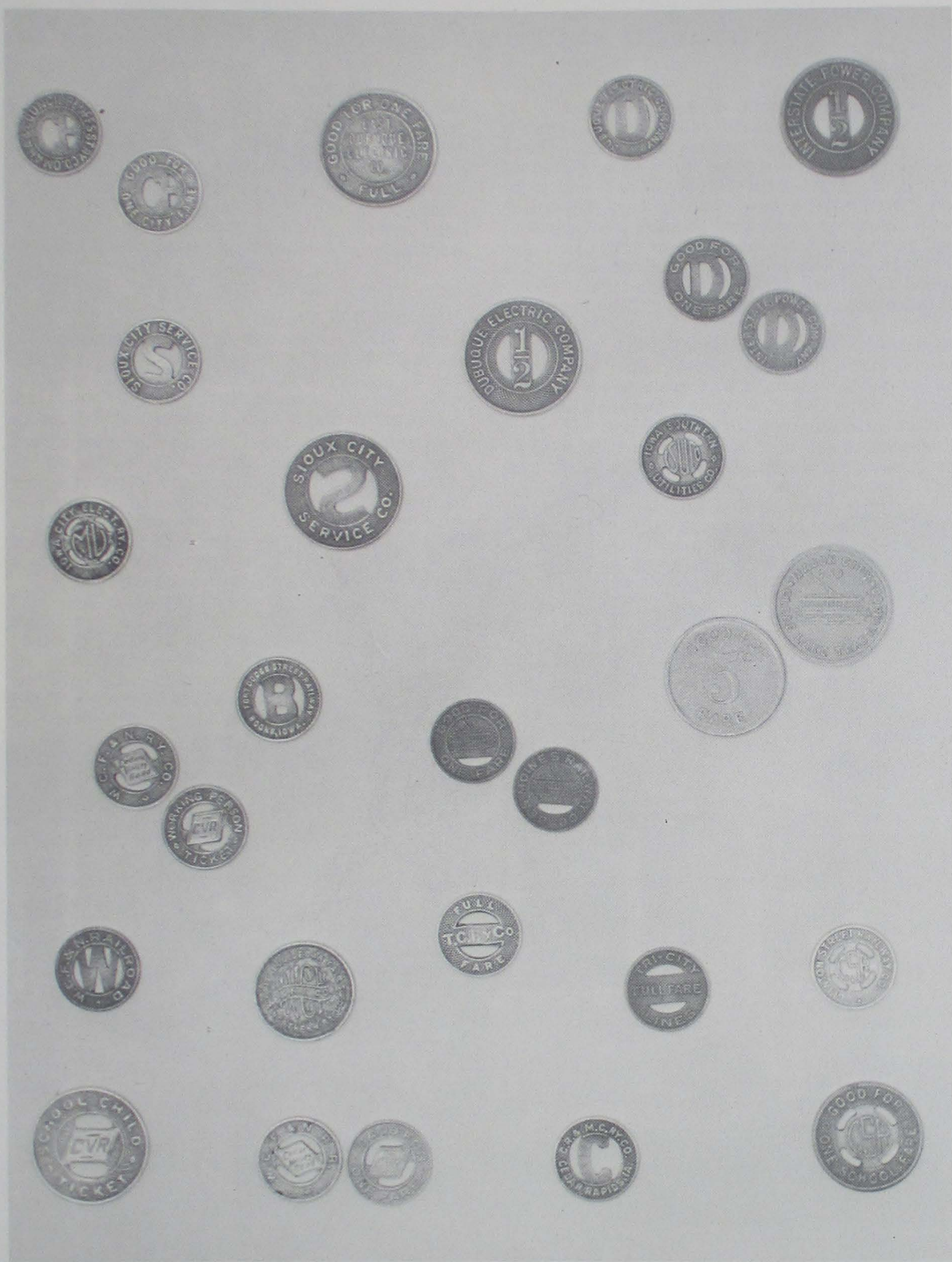


Collection of Robert J. Levis.

50
DANGER

Variety is the Spice of Life

Located in the northwestern corner of Iowa is Sioux City. Its geographic patterns combined to give the area a unique transit history. Steep hills rise to the north and west from the Missouri River and the Floyd River Valley lies to the east. The geography caused most of the surrounding communities to be virtually independent rural towns making the streetcar lines serving them "interurbans within city limits".

SIOUX CITY STREET RAILWAY COMPANY

On July 4, 1884 the Sioux City Street Railway Company opened a four foot gauge horsecar line between 7th and Panoah Streets and East 4th and Court Streets. The rails were spiked to ties laying on the surface of the street. Planks were laid on the ties for the convenience of the motive power—Missouri mules. No ceremony marked the opening of service and the newspapers ignored it, being more concerned with a tornado which struck that afternoon. Extensions of this line were made until 14-1/2 route miles were in service by 1889.

Animal traction was difficult on the steep hills and additional animals were necessary to draw cars up the hills. This encouraged the company to electrify. The project included a car and powerhouse which was constructed at 2nd and Water Streets. On Easter Sunday, April 6, 1890, electric operations commenced. All mules were withdrawn from service within the week.

The company was innovative as it used one-man cars exclusively. Other "innovations" included the use of rear view mirrors, fare boxes and tear-off transfers which were not used elsewhere for many years. Despite all this, receivership came in 1894 and the Sioux City Traction Company emerged from the resulting reorganization. Operations continued without significant events until consolidation in 1899.

SIOUX CITY RAPID TRANSIT COMPANY—THE ELEVATED

Although the Morningside community had a potential for home sites, travel east from downtown Sioux City was complicated by the marshland of the Floyd River Valley and numerous railroad tracks. These conditions influenced the promoters to build an elevated railway. Sioux City Rapid Transit Company was organized on March 26, 1885 with two divisions: the elevated from downtown to the east bank of the river, and a connecting surface line. The surface portion was built first and opened for operation on September 13, 1889. Its single track ran along Morningside and Transit Avenues, route of the later Morningside and Peters Park lines. Original equipment consisted of a second hand steam locomotive and two coaches. Service at first was infrequent, only five trips per day.

Construction of a double track elevated railway, one and one-eighth mile long between Leech and Jones Streets began in April 1891. Included were iron bridges across the Floyd River and the Milwaukee Road tracks. Two new anthracite coal burning locomotives and four new coaches, painted bright red and gold, were acquired. They were intended for temporary use only, as electrification was anticipated. Revenue operations commenced in April 1891. The trains ran "push-pull" as there was only a crossover at Jones Street.

During 1891 the elevated was a source of interesting anecdotes. Although the record doesn't make clear how it could happen on an elevated railway, a train collided with an irate mule. The decision was for the mule who walked away from the scene. The train was in the repair shop for several days. On another occasion, an important political caucus was scheduled. The elevated crew helped influence the decision by neglecting to stop at any station where members of the opposition might be waiting. In the spring of 1892, the Floyd River overflowed its banks. Area residents sought refuge on the elevated station platform or rode rescue trains to Jones Street.

Exact date of commencement of electric operation has not been noted. Its start was nearly simultaneous with that of electric operations on the Liverpool Overhead Railway in England, making these two the pioneer electrified elevated railways of the world.

In 1897 and 1898 an extension was built under the name Sioux City & Morning Side Railway Company. It was intended to head off the Sioux City Traction Company which was considering extending to Morningside. A single-track surface line was opened from Peters Park to the elevated at Division Street using two steam dummy motors. Most of this route ultimately became the College streetcar line. With Morningside and Transit Avenues, the only thoroughfares to East Morningside, occupied by the elevated company's tracks, competition was effectively blocked.

Finally on May 15, 1899, however, the elevated and streetcar companies were consolidated. This set the stage for the last change in operation prior to abandonment, construction of a single-track ramp to the surface of 3rd Street between Wall and Iowa Streets. This meant abandonment of the elevated west of Wall, but brought the cars closer to the business district.

Following consolidation in 1899, the Traction Company continued operating the elevated for about two years as part of its streetcar system. Strangely enough, nobody now seems to know when the last elevated run was made, not even the year. It was in operation July 4, 1901,

when some boys set fire to the flooring, and was abandoned by the end of 1903. The cars served briefly on the Riverside and Leeds Lines, but their weight damaged the track. The elevated was dismantled and the Floyd River bridge was moved to 4th Street.

SIOUX CITY CABLE RAILWAY COMPANY

The Sioux City Railway Company was incorporated on May 5, 1897. A franchise was secured for Jackson Street which had a 11% grade from the river valley. Construction was delayed in hopes that the city would ease this grade, but it never did so. The line, which was intended to be the beginning of a comprehensive system, opened on June 1, 1899. However, only two small extension were added in April 1890 and May 1892 respectively: ten blocks on Jackson Street to a loop at 39th Street around a theater pavilion, dancehall and picnic facility; and five blocks on 3rd Street from Jackson to Water to serve the nearby railway station which opened in mid-1893.

By this time Sioux City Street Railway was providing comprehensive electrified service including a line on Pierce Street, two blocks west of the cable railway's line. As usual, electric cars were able to provide a better service than cable cars. The cable railway immediately lost so much of its traffic that it reduced its headway from 4-1/2 minutes at the outset to 15 minutes in January 1894.

In March 1894, despite its serious financial problems, the company contracted for electrification using the existing cars, equipped so that open or closed car bodies could be placed on detachable electric trucks. The line was converted to electric operation on May 16. In 1895 the Federal Court approved sale of the bankrupt company to its principal creditor for incorporation into the Central Traction Company which, in turn, was merged into the Sioux City Traction Company in 1899.

SIOUX CITY & HIGHLAND PARK RAILWAY COMPANY

On February 23, 1886 the Sioux City & Highland Park Railway Company was organized to operate a "motor" (steam powered) railway from downtown Sioux City through the Highland Park section to the Sioux River. After five months of activity, the project languished until 1888 when the company offered homesites along its route for sale. Finally in 1889, a single track from 5th and Water Streets to Riverside Park was opened. At least one new locomotive and a number of cars, mostly open ones, were bought.

In 1891 the line was electrified and extended to 5th and Jackson Streets. Service was provided by six new double-truck cars and 14 open trailers retained from the steam operation. At this time a more direct line to Riverside Park was completed. This line diverged from the old line at Leonard Street and rejoined it at the Sioux River with no physical connection at the park, though the two lines shared a common depot building. In 1891 no one was quite sure what electricity might do and the Riverside officials weren't certain about the return circuit. The rails were bonded, but "just in case," a copper wire was dropped from the rails into Perry Creek. Another was run from the powerhouse at Riverside Park into the Sioux River. Effect on the fish was not noted in contemporary sources.

In 1892 the Riverside Park Railway Company was chartered and took over the SC&HP line. Summer riding to Riverside Park was the line's sole reason for existence. On summer weekends every piece of rolling stock was in use, but in winter only one car was operated and the employees were paid by IOU's, payable after the first good Sunday in spring. The motor cars were inadequate to pull long trains up the approach to the Milwaukee Road overpass so one of the old steam locomotives was stationed there to help.

THE SIOUX CITY & LEEDS ELECTRIC RAILWAY COMPANY

The Leeds line was organized in 1892. It quietly constructed and opened a line from Sioux City, paralleling the Illinois Central, who provided competing commuter service to the Leeds district, a rapidly developing manufacturing center. Service was provided by five cars, some of which were open cars.

In January 1893 the Riverside Park Railway Company entered into a management agreement with the company. This agreement also provided for equal sharing of overhead and power expenses. Coincident with this, the Leeds line's carhouse was closed. Since the Leeds line maintained half-hourly headway as compared to the irregular park service, it reaped great advantage from the joint agreement. Repairs and maintenance were kept separately as the companies were otherwise independent.

During 1894 and 1895 the City & Suburban Railway Company controlled the Riverside and Leeds lines. Thereafter, the companies were separated again and remained independent until consolidated into the Sioux City Traction Company in 1899.

CONSOLIDATION INTO SIOUX CITY TRACTION COMPANY

The five separate companies were unified on May 15, 1899, into the Sioux City Traction Company. Of immediate concern was standardization of the track gauge and equipment.

Work on widening the gauge of the old Sioux City Traction Company lines from 4-foot gauge progressed eastwardly from downtown. Wheels on the former narrow gauge cars were regauged. As the rails were moved progressively outward 8-1/2 inches, shuttle service was provided on the remaining narrow gauge portion.

Streets on which several lines operated had mixed running. 4th Street had both gauges until the work was completed—in about one year. South Sioux City service was not affected, that line being standard from the beginning.

The roster of old cars was gradually replaced by company-built double truck wooden cars. These cars, built between 1903 and 1921, had steel underframes and were single ended. During 1917 and 1918, seven single truck, double-ended cars of similar design were built.

During this period the car fleet was augmented by four cars, locally known as the "long greens" and approximately twenty open trailers, probably from the old Riverside line. The "long greens" were each constructed from two open cablecar trailer bodies, spliced together, with motorized trucks added. The open cars were used almost exclusively on the Riverside line. Trailers were run for a summer or two on the College line, but business did not warrant their continued use. These open cars remained in service until the 1920's.

Several lines including the original Riverside line from Leonard Street and the Center and Rebecca Streets lines were abandoned by 1902. The company's announcement of abandonment of the Jackson Street line below 29th Street received vigorous and indignant protests from the residents. Injunctive actions were threatened. One Saturday evening, after the people had retired to bed, crews started assembling on Jackson Street. The bells' tolling of midnight signaled the start of a new day—Sunday. Suddenly Jackson Street was alive as the crews began to remove the line. The residents could do little as the courts were closed until Monday. By Sunday evening one of the rails between 5th and 29th Streets had been removed. The trolley wire and other rail was removed at the company's convenience.

Late in 1902, control of the traction company was obtained by the Swift and Armour meat packing firms. They were also interested in the street railway at Kansas City, which like Sioux City, was a major livestock center. Under their control, the company embarked on an improvement program.

Track was relaid with standard 60-pound T rail, at first on wood ties set in concrete and surfaced with paving blocks, later on steel ties set in concrete to the surface. Around 1908 electric switches were installed at important intersections. Two new carhouses were built, one on West 3rd Street in 1908, the other near Fairmount and Leech Streets in 1912. The Water Street carhouse remained at the shop until the end of service.

A new line, East 7th Street, was built around 1908. Extensions were made to existing lines. Reroutings were made, the most important being removing track from Iowa Street and its railroad crossings to the new Wall Street viaduct.

Fare boxes were introduced, with some difficulty, on the Jackson Street and Riverside lines where passengers thought that fare boxes cast reflection on the honesty of the conductors. They were perfectly willing to place the fare in the conductor's hand, but balked at placing it in the hand register (the type first used).

The Sioux City Service Company was incorporated in New Jersey on June 7, 1905, to succeed the Sioux City Traction Company. It also operated an electric light and power plant and a steam heating system. This company, also controlled by the Swift and Armour packing companies, ran the cars through the World War I period.

BEGINNING OF THE END

The combination of post-World War I inflation and growing automobile competition made retrenchment necessary. The trailers were stored at the West 3rd carhouse and subsequently burned in a fire there. Express service which had been given on the Leeds, Riverside and Sioux City lines succumbed to truck competition. The amusement park holdings were sold to outside interests.

Continuing traffic decline made more cars surplus. The 150-series was scrapped. Their two-motor trucks were salvaged and replaced one-motor trucks on cars 35-42 and 48-62. The bodies of the remaining double-truckers were rebuilt to enclose the rear platform for one-man operation.

In 1920 and 1921, twenty-five single-end Birneys were received and placed on the "city" lines, such as Pierce, Pearl, Jennings and Court. Other routes were gradually converted to one-man operations, and in 1923, the last two-man cars ran on Morningside and Riverside lines.

The company made one attempt at modernization in 1926. Car number 46, christened "Traction Queen", had its sides sheathed in metal and its lights relocated into the center of the ceiling. A rear treadle door was fitted and electric heating replaced the coal-fired stove. The seats were covered with a product called Kamisuede.

The last rolling stock acquisition occurred in 1928. Four double-end Birneys were bought from the system at Oil City, Pennsylvania. Pearl Street cars had wyed in 24th Street, but with the widening of 24th into an auto by-pass avoiding downtown, it was considered inadvisable to turn in the traffic. The Birneys, being double-end, could turn back by changing ends short of the intersection.

About this time the air-powered, interlocked doors on the Birneys were replaced by simple hand-operated folding doors. The rear treadle door of "Traction Queen" was also removed. All cars had then one door for entrance and exit, plus an emergency exit required by state law.

The system mileage remained constant between 1910 and 1926 at 56.8 track miles. In 1926, track on 3rd Street was abandoned. The Pierce line then looped via 5th Street while

South Sioux City line was combined with E. 7th Street line. In 1927 a single track was built on 6th Street from Pierce to Jones. It was used as a loop for the Pearl Street line for only a year or two.

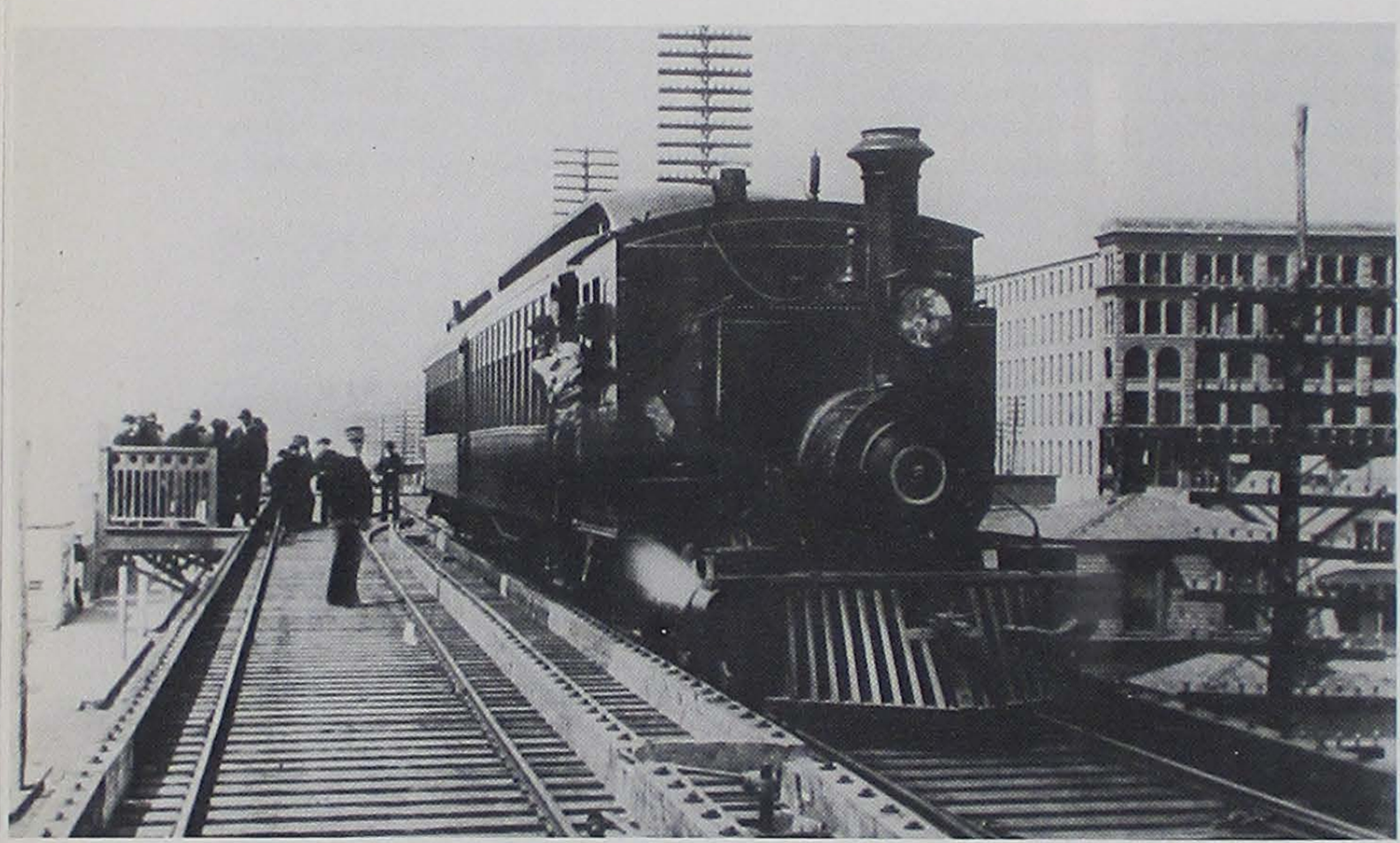
Renewal of the bridge over the Missouri River to South Sioux City caused abandonment of that line on April 15, 1937. Three years later to the day, the East 7th Street line was abandoned due to pending replacement of a viaduct. Replacement bus service was through-routed between these lines. The system was reduced to 48.2 track miles by these abandonments.

Revenues had declined from $1,000,000 in 1922 to under $500,000 in 1939, when fares were raised to 10¢ from 5¢. There had been no major track renewal since 1926. Though the rail was correctly lined, most joints were well worn. A ride on a Birney on Pierce Street was compared to "a ride on a bucking bronco". The open track remained in pretty good shape, though without ballast. Weeds were periodically destroyed by a spray of creosote and fine oil.

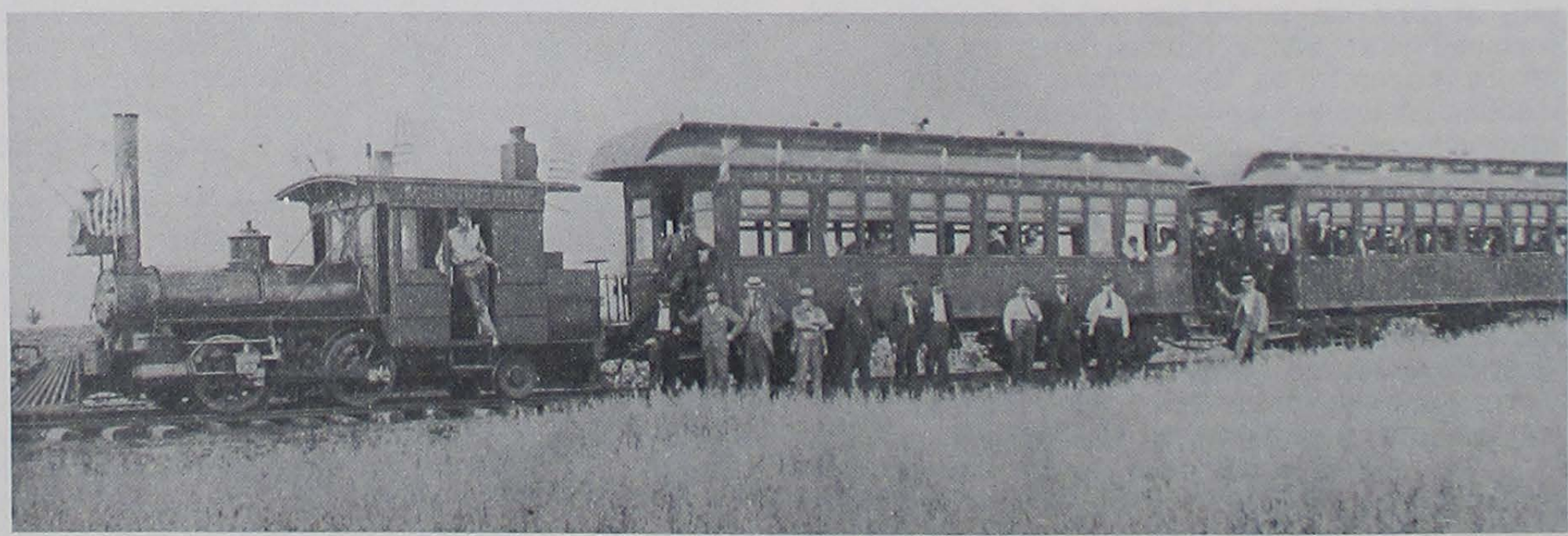
Most lines were single track after leaving downtown. Unfortunately, these single track stretches proved a real handicap when traffic increased during World War II. Most passing points were too far apart to permit headways closer than 15 minutes, except that on the Leeds line, a 20-minute headway was the most frequent service possible. Cars on the Riverside line outbound in the evening would invariably arrive at the passing track long before the southbound car came into sight.

Recollections of World War II traffic peaks in Sioux City include that some trips pulling into Greenville carhouse in the evening rush hour would take passengers to Peters Park before turning in. Frequently all 67 cars owned were in operation.

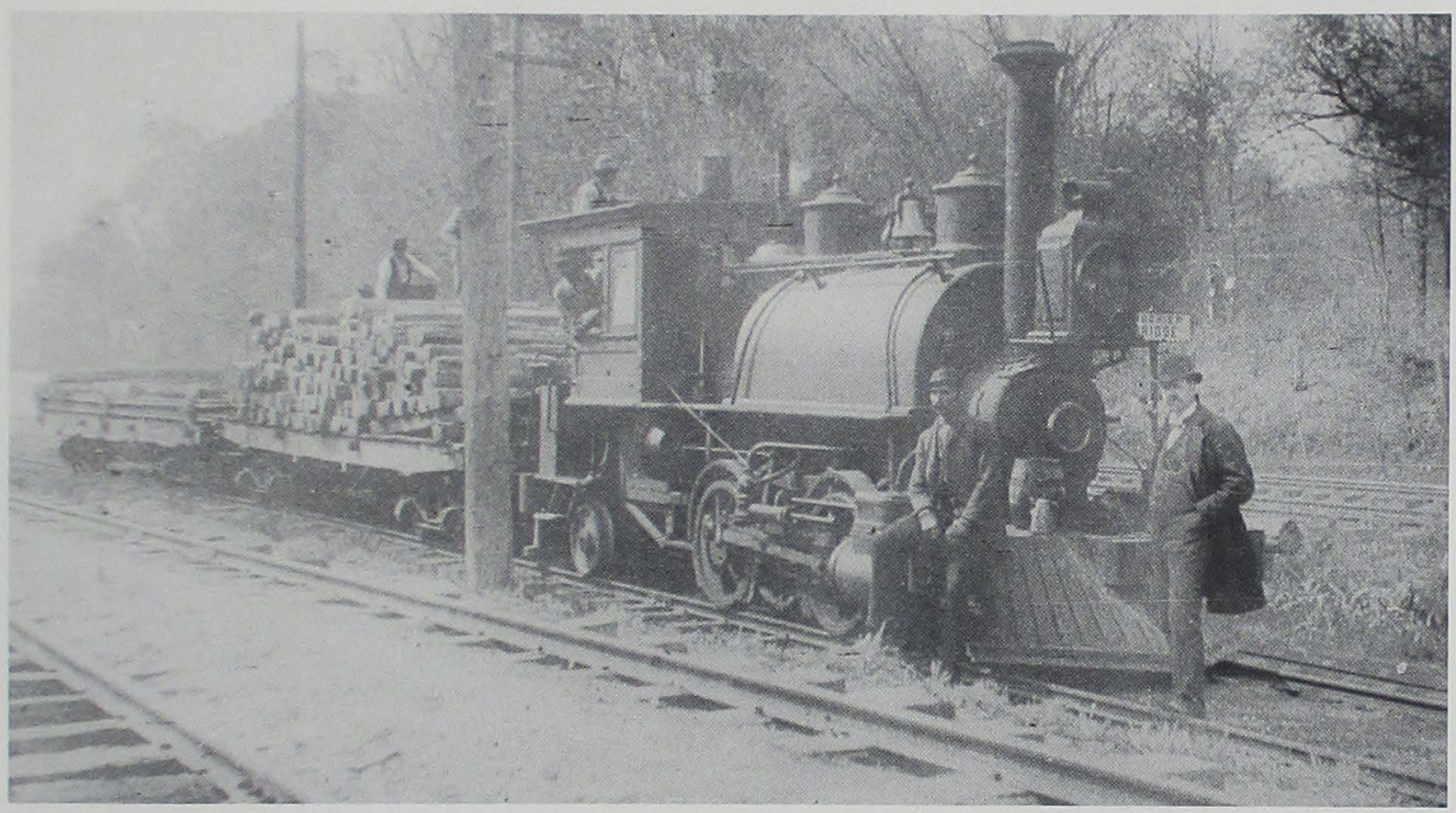
Following World War II traffic fell off drastically. In 1948 the franchise was subject to renewal. Service cars were made into rolling billboards to promote the company's desire to replace the streetcars. Their efforts were successful and buses entered service on all lines. Bus service continued in 1973 but it is now a municipal operation.

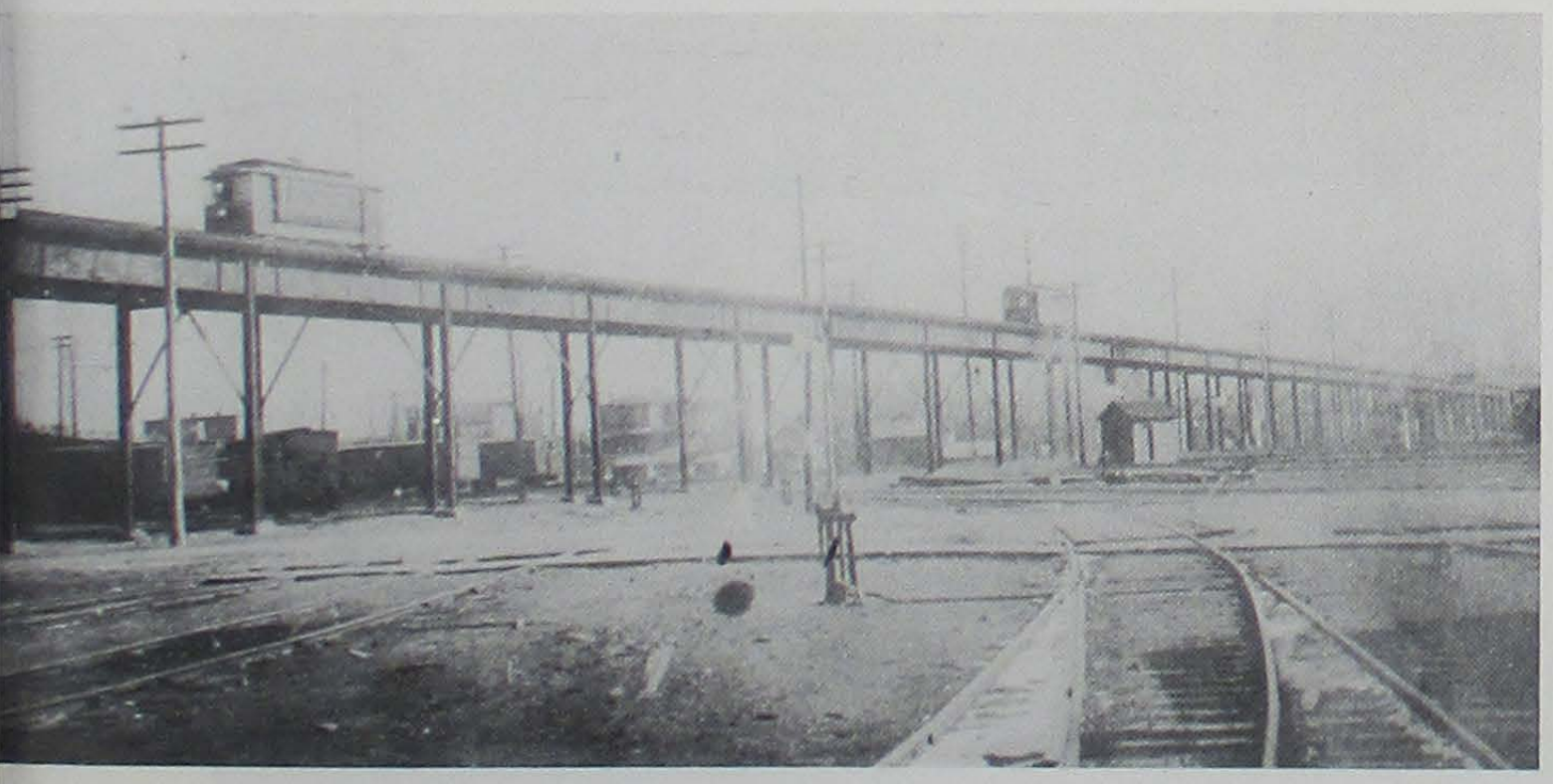


From their downtown elevated station at 3rd & Jennings St. trains of the Sioux City "El" proceeded straight east before descending to ground level east of the Floyd River in Morningside. Peter Kocan Collection. **The surface line ran alongside what later became Moringside and Transit Avenues.** Walter Keevil Collection, courtesy of General Electric Co. **A locomotive and two coaches was the typical train on this most unique line.**

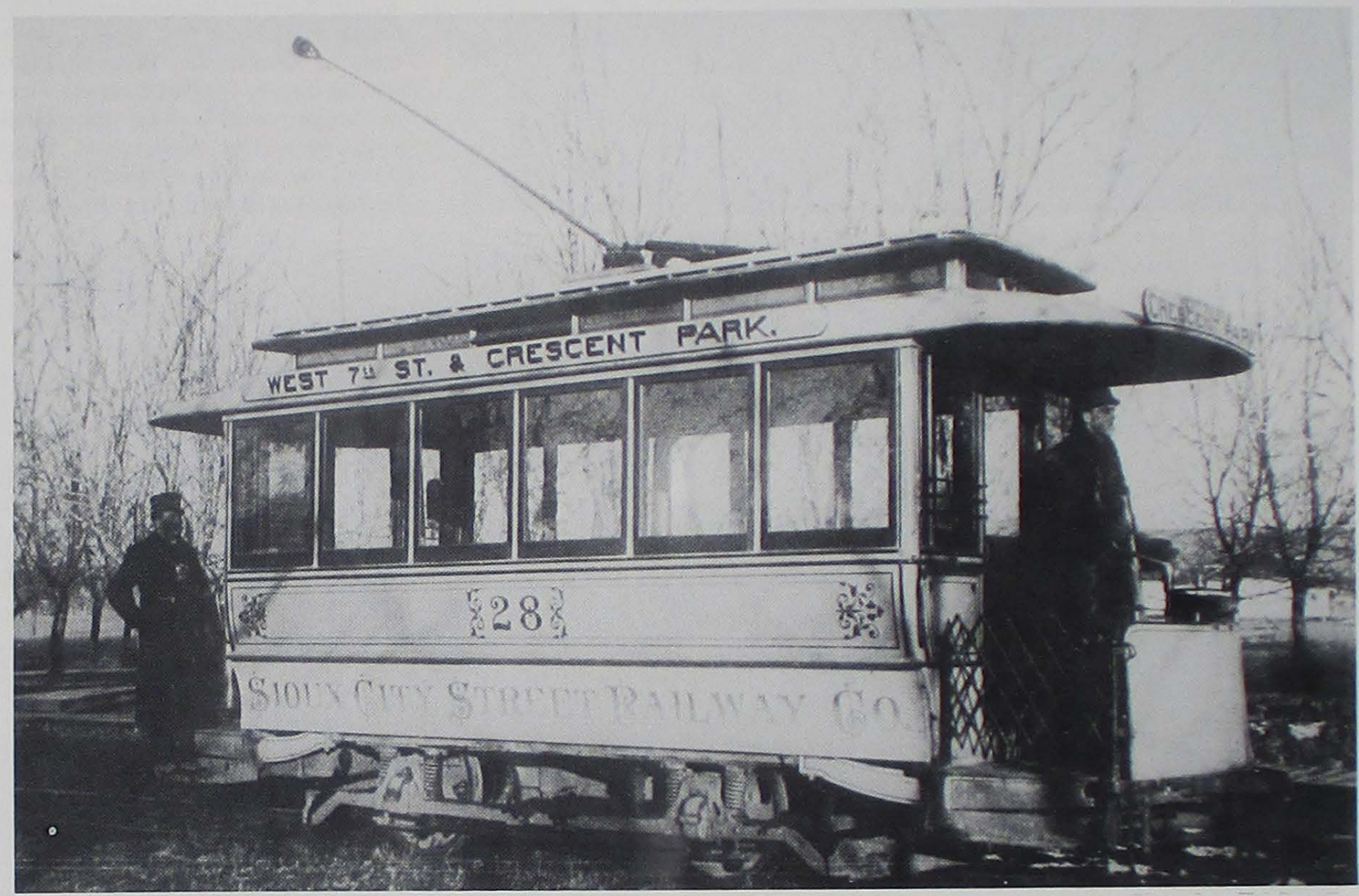


The variety of steam locomotives on the "El" is illustrated by Engine 2 at Third and Division St. Station, Walter Keevil Collection courtesy of General Electric Co., **and a work train in Moringside. Bottom: Electric operation replaced steam service in the 1890's. Two streetcars pass over the Milwaukee Road tracks northeast of Wall Street.** Both photos Peter Kocan Collection.

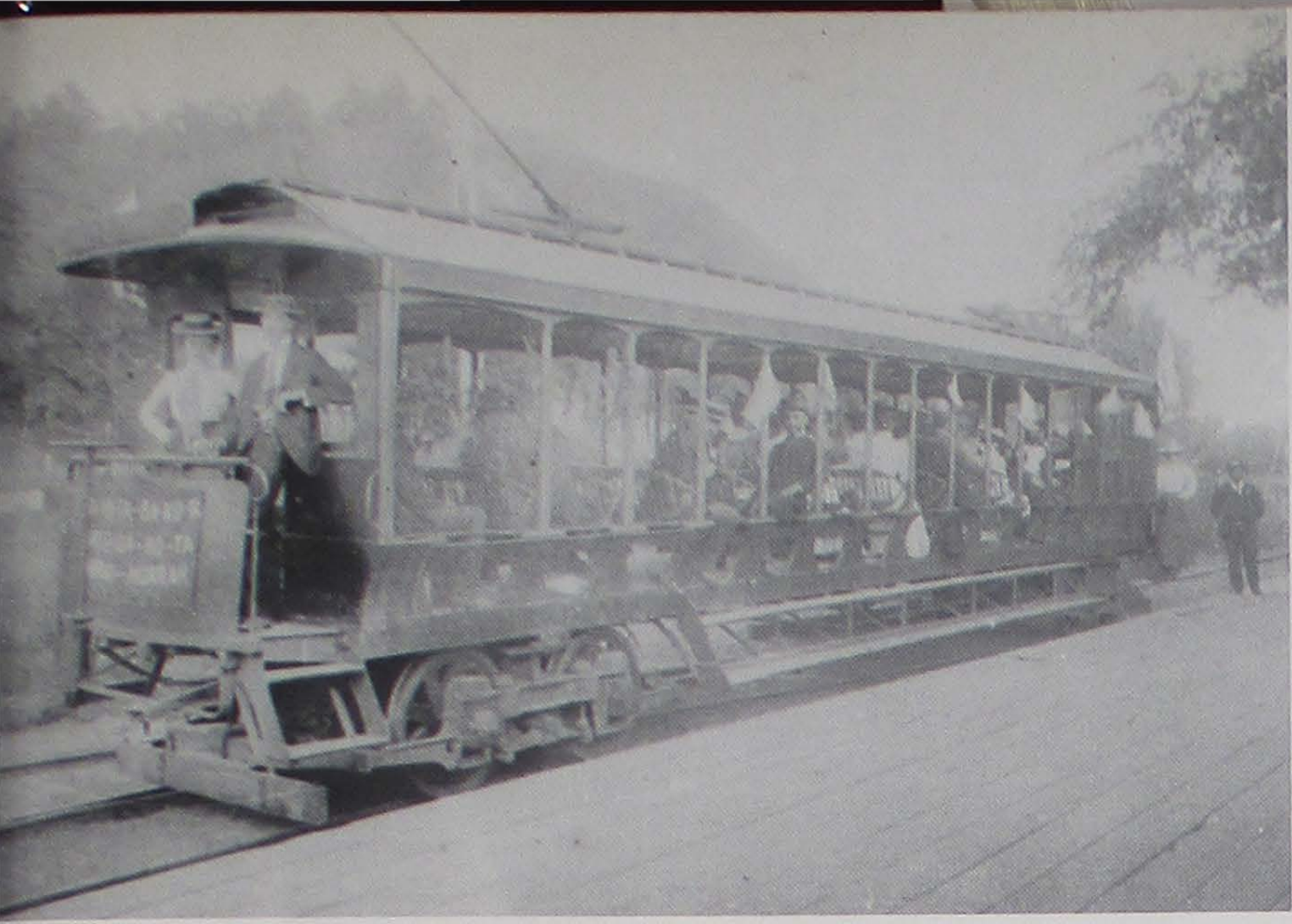




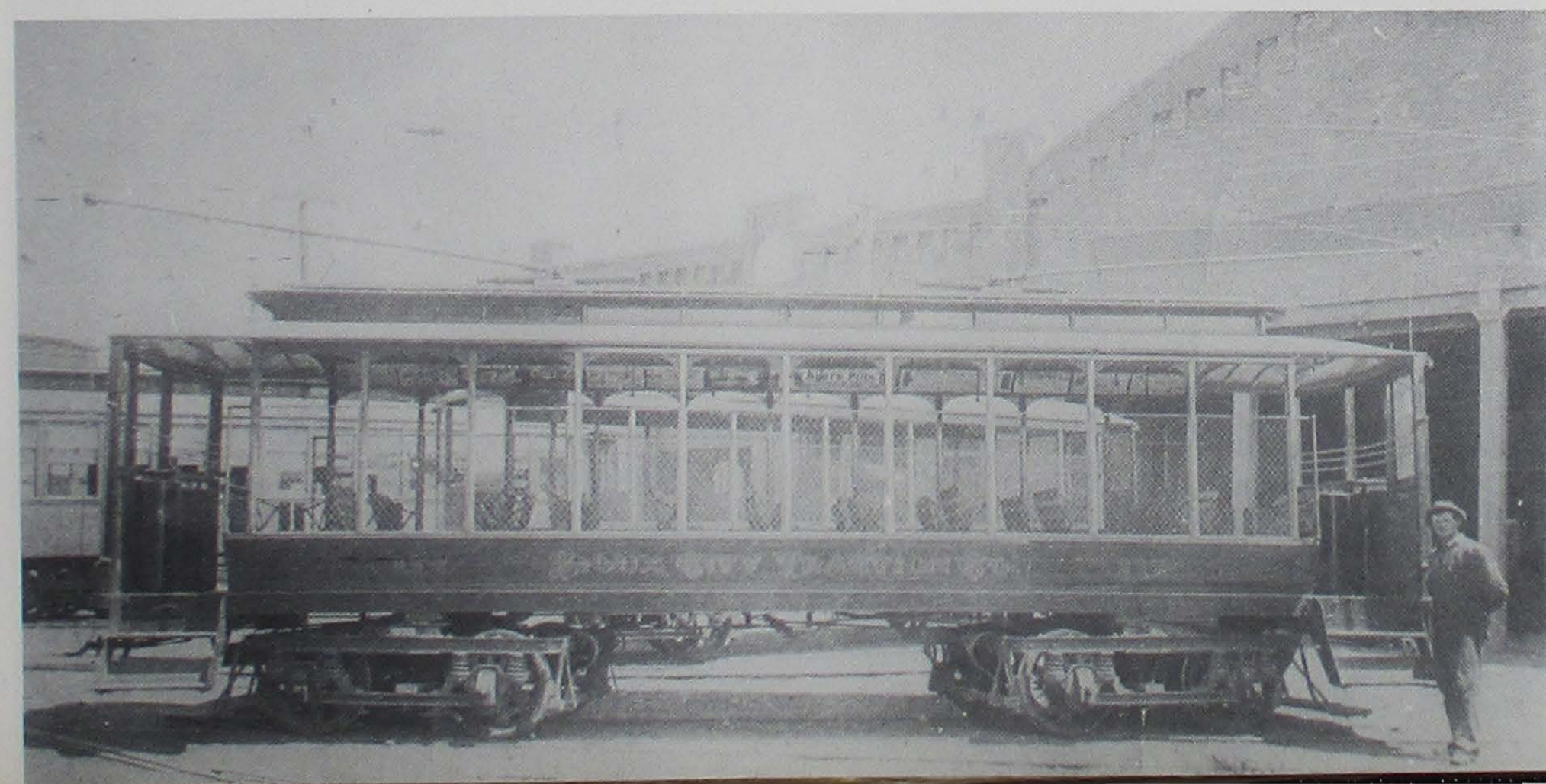
In March, 1890, Pullman built 15 cars to replace the horsecars which had operated since 1884. To distinguish these cars, the suffix "M", designating it as a motor car, was added to the car number. George Krambles Collection.

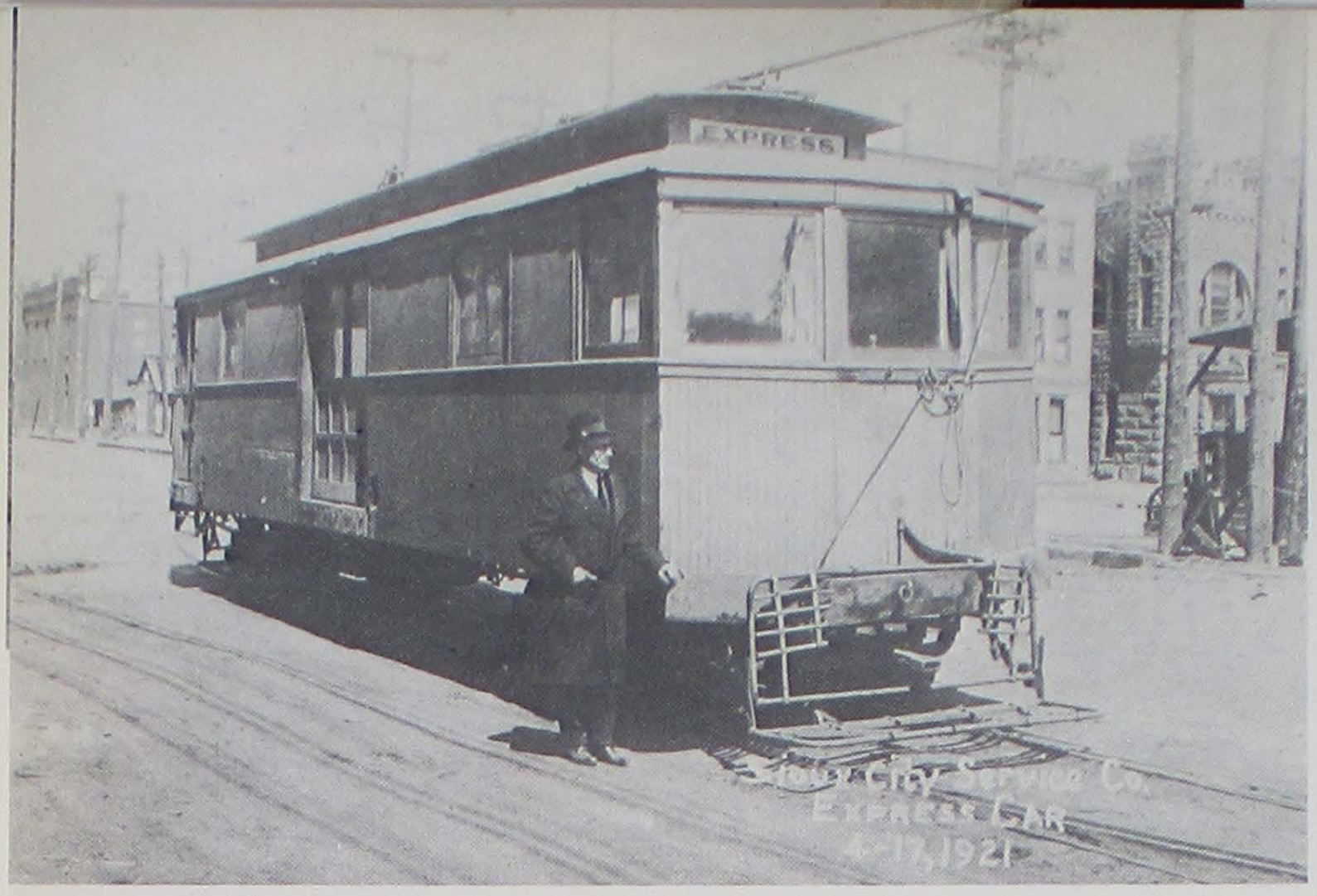


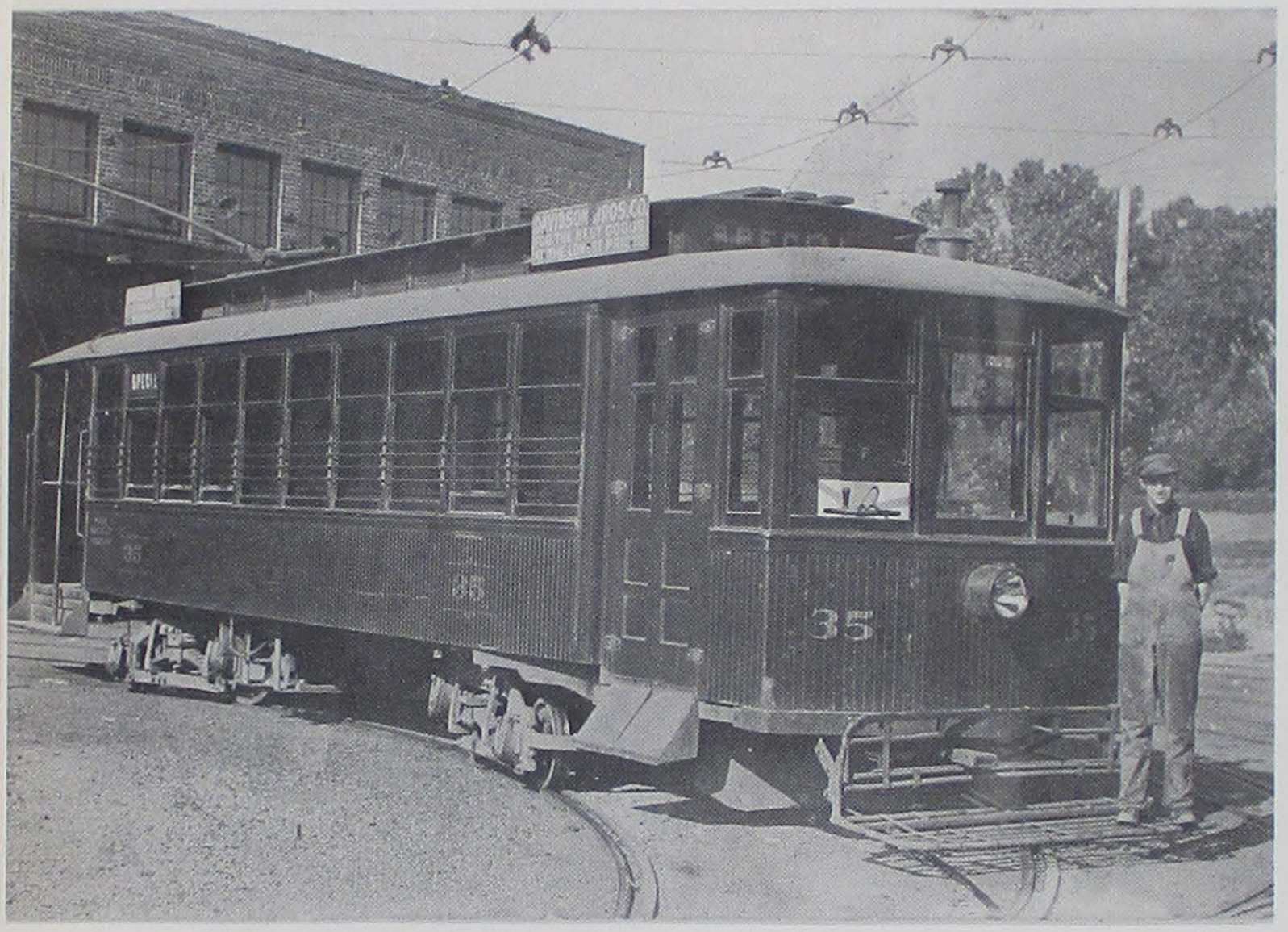
Reportedly there were 50 cars built by Pullman to equip the electrified service. Car 28 and its mates were propelled by Sprague motors. Left: Behind that substantial maintenance gang the unusual center aisle traversing the car between the front and rear bench can be noted. The Missouri River flows past this open car parked in front of the carbarn and powerhouse at 2nd and Water Streets. Both photos Peter Kocan Collection.

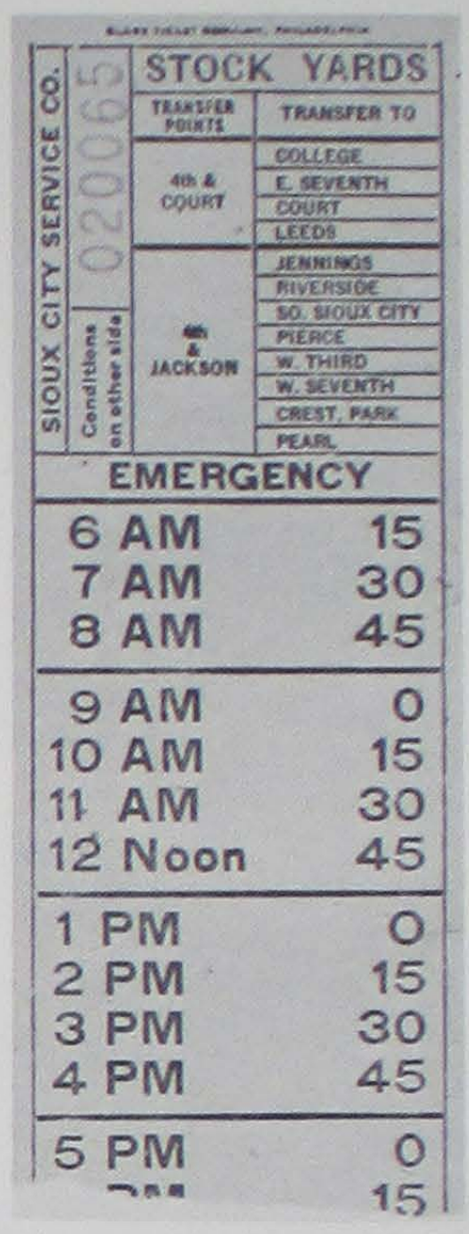


Following consolidation in 1899, Sioux City Traction's fleet was mostly rebuilt cars. Left: One of the "long greens" which was built by splicing two cable trailers together. Below: 102 was believed to be a former "El" car. Bottom: An open bench motor car with center aisle rebuilt from two single truck cars. All photos Peter Kocan Collection.

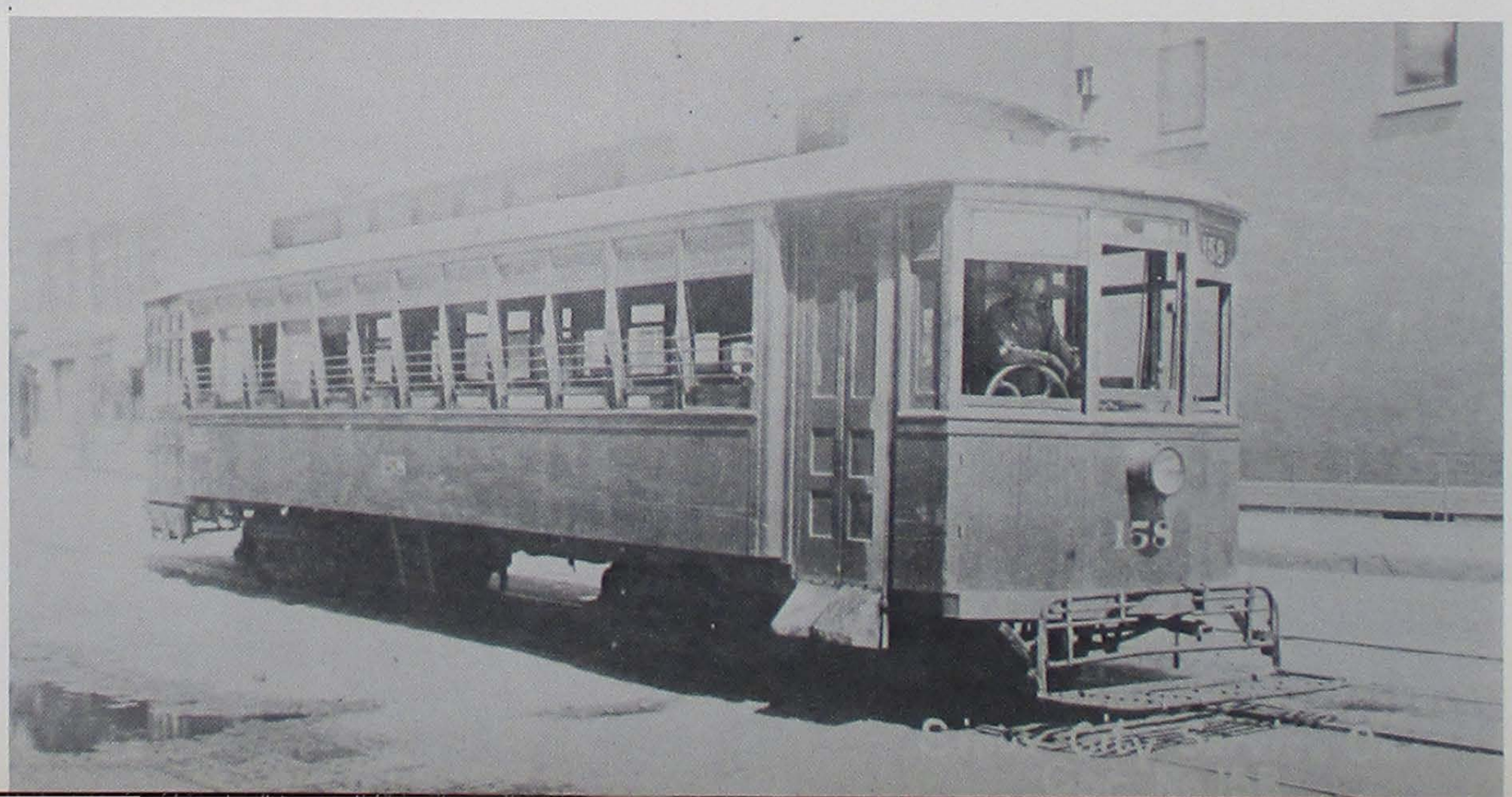


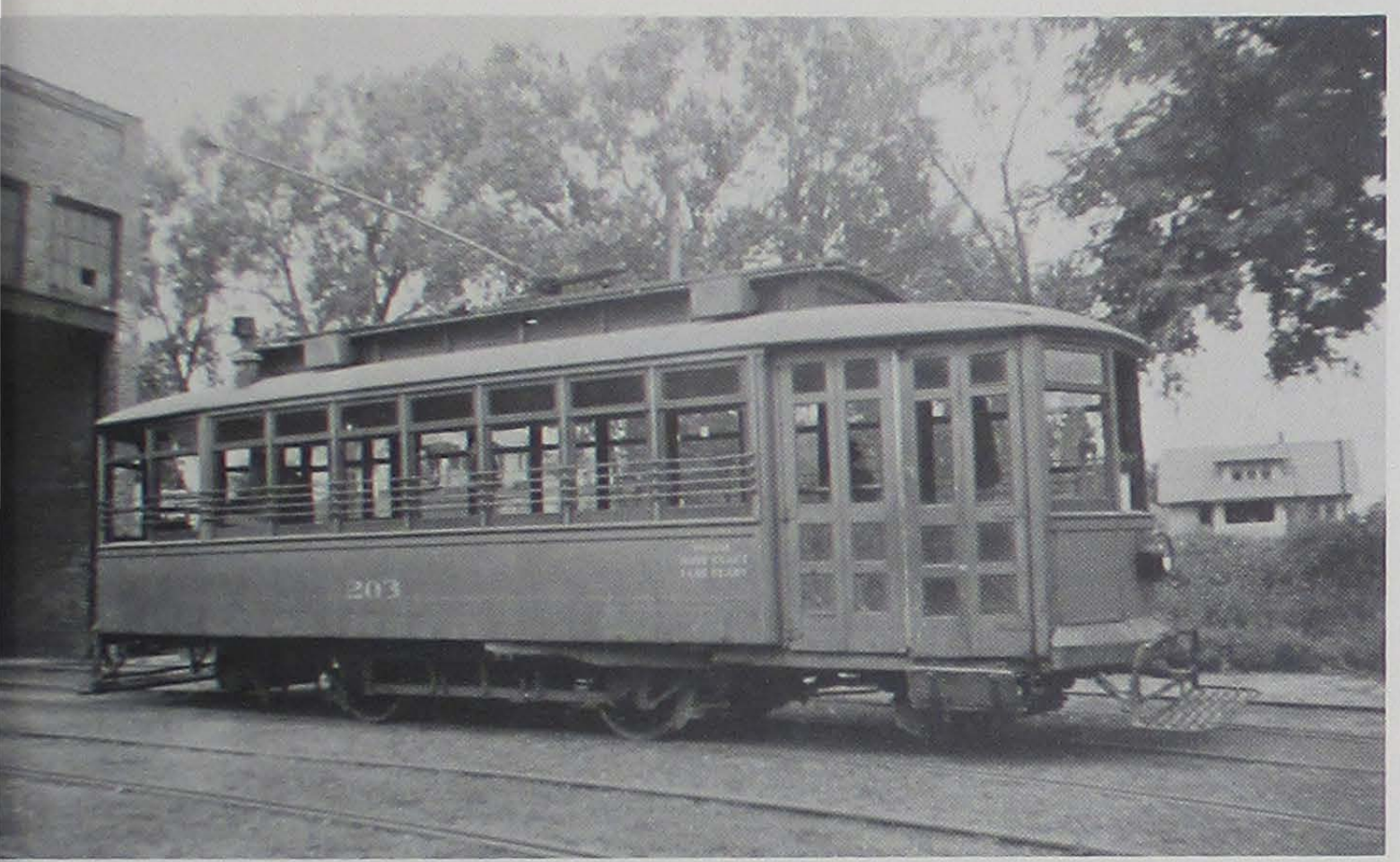




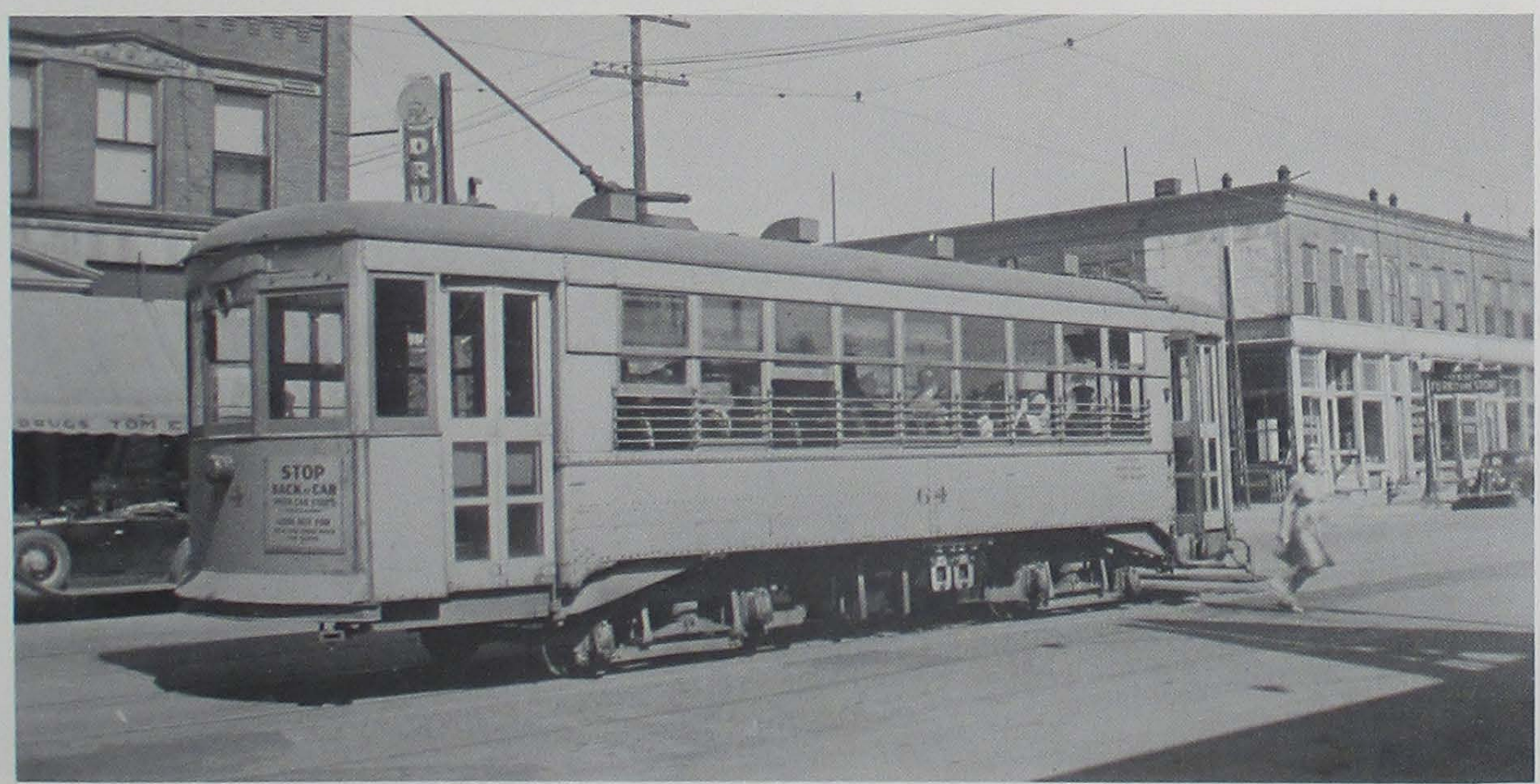


After the initial equipment requirements were met the company embarked on a standardization program. The basic type of cars are shown on these two pages. Express car 301 later used as a track car. Car 35 which was the first of the maximum-traction trucks cars which survived until service ended. Bottom: One of the 150 series cars which were scrapped in the 1920's and the electrical components used to replace the maximum-traction tracks which are shown on Car 35. All photos from Peter Kocan Collection.

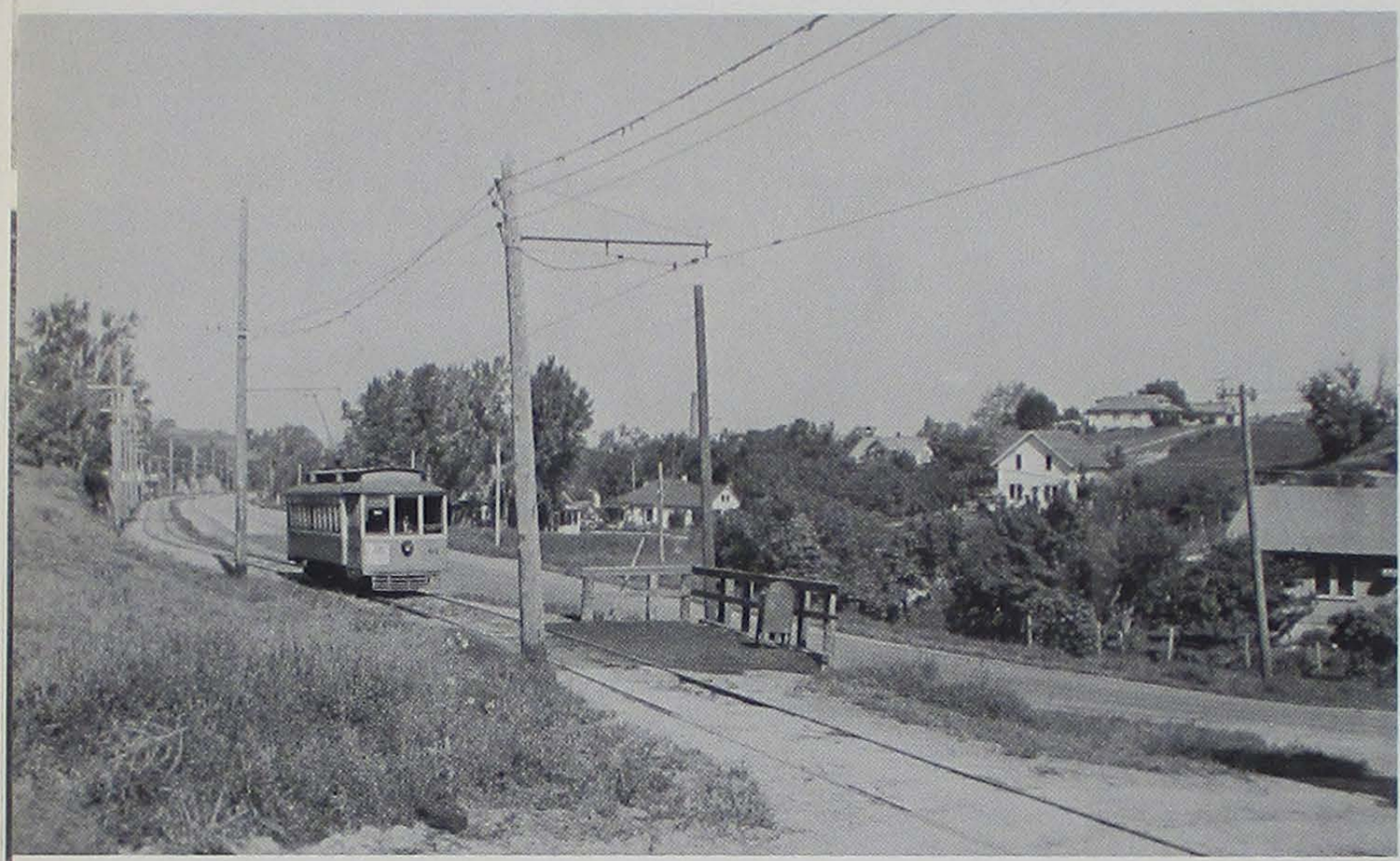




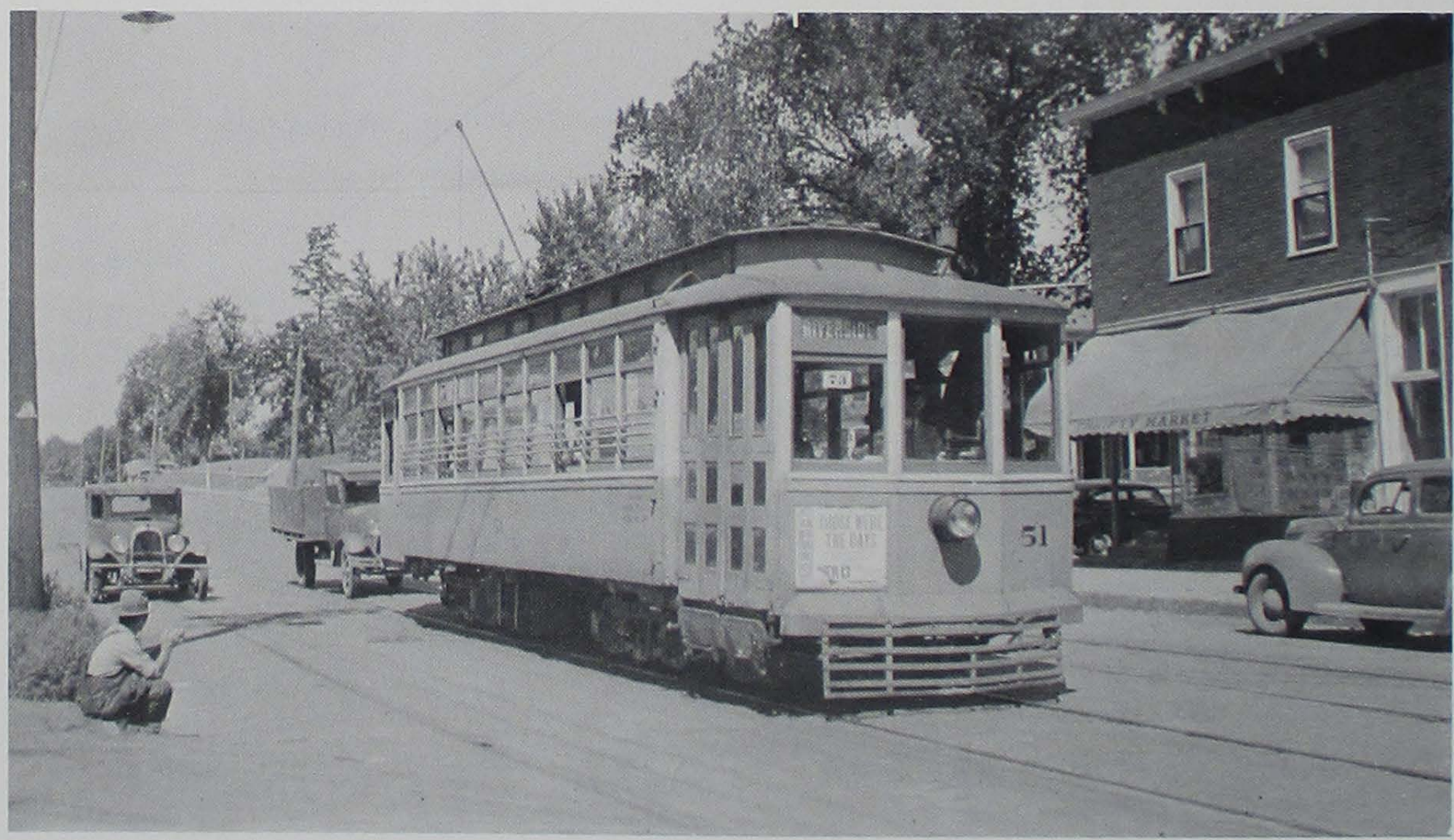
Car 34 was the last car of an 11-car series to be constructed by 1905 at the company's Water Street Carbarn. Middle: The home building program ended with 7 wooden single truck cars in 1917-1918 as exemplified by 203. Two photos Peter Kocan Collection. **In 1922 the company added its last new cars to its roster. Cars 63-67 were assembled by shop personnel on bodies built by American Car Co. Car 64 is on its way to Leeds in August, 1940.** Ed Frank photo.



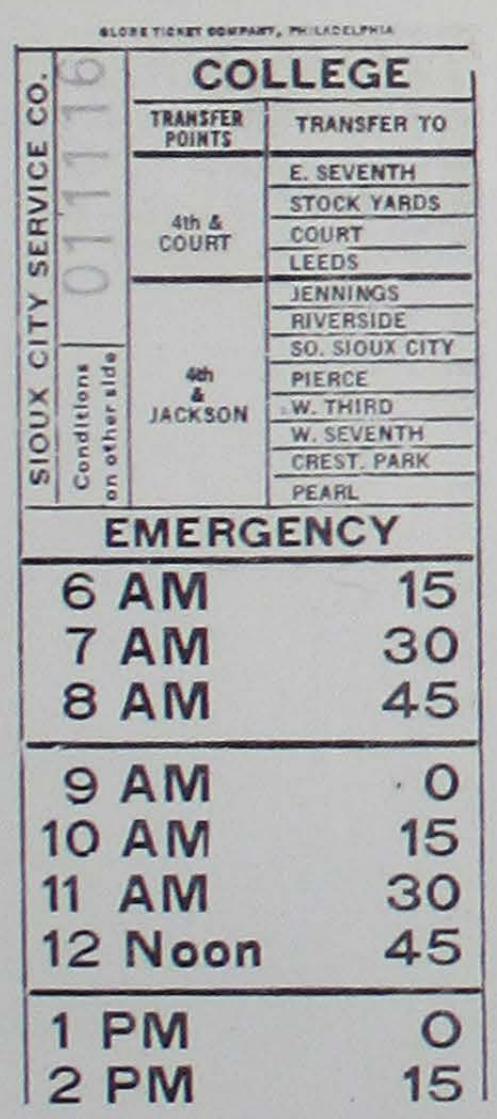
Parked alongside the pole is the bicycle which transported photographer Ed Frank across Iowa. Car 65 is returning from Leeds followed by Track Car 301. The Illinois Central's Iowa Division is at the right. Ed Frank photo.



Enroute from the Stockyards, Car 61 is traversing the Peters Park Line in August, 1940. This line was opened in 1889 as part of the surface division of the Sioux City Rapid Transit Co. Below: The sign on the front of Car 51 is prophetic of our thoughts today. Yes, as 51 found its way to Riverside in 1940, "those were the days" of traction in Sioux City. Ed Frank photos.



Diversity was the work to describe Sioux City operations. Car 63 is arriving in Leeds after travel over "an interurban line within a city". Contrasted to the Leeds Line was downtown street operations showing five cars including 236, 65 and 218. Bottom: Work Car 301 rests on the East Morningside Loop. All photos taken in August 1940 by Ed Frank.



GLOBE TICKET COMPANY, PHILADELPHIA

SIOUX CITY SERVICE CO.

01116

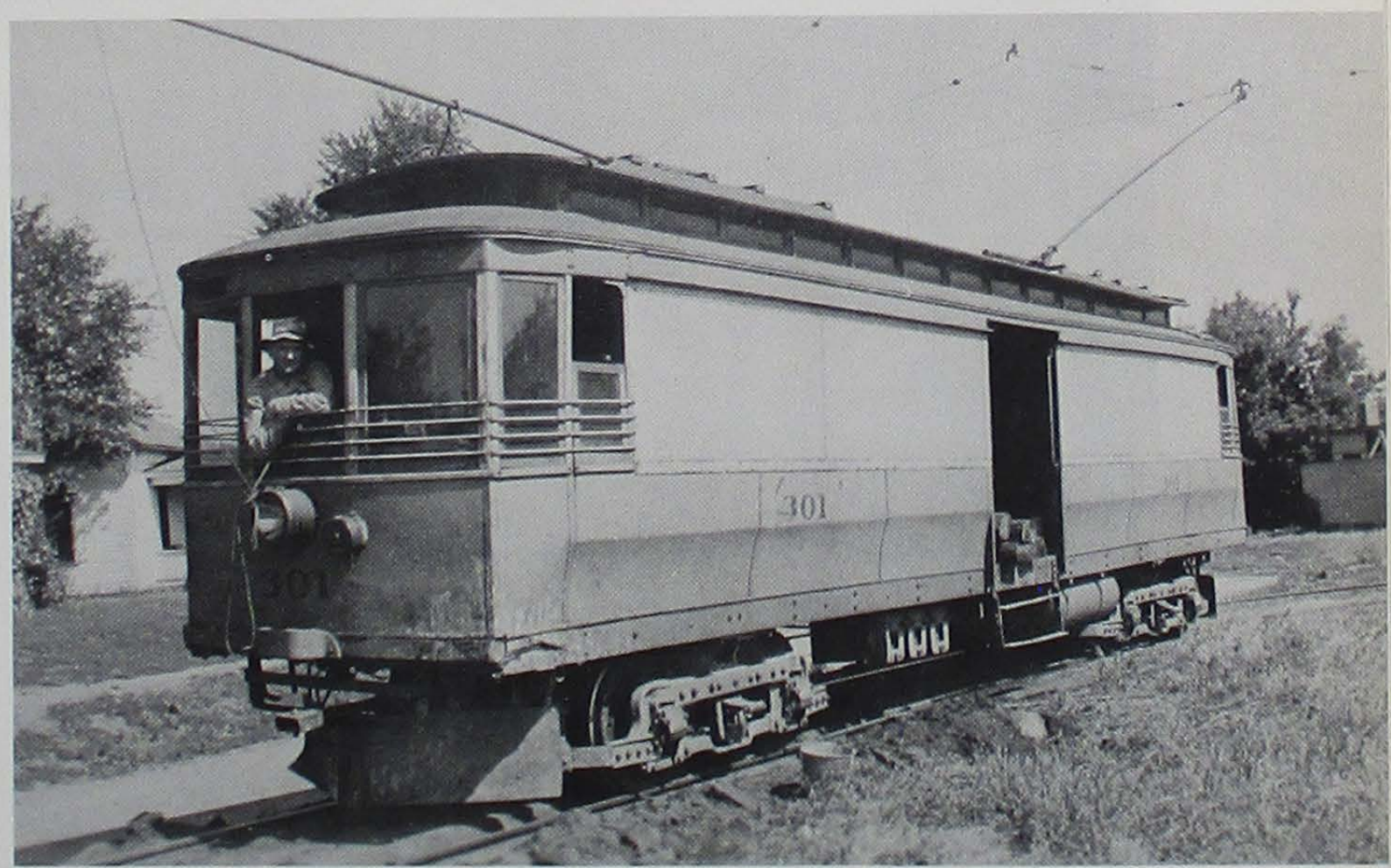
Conditions on other side

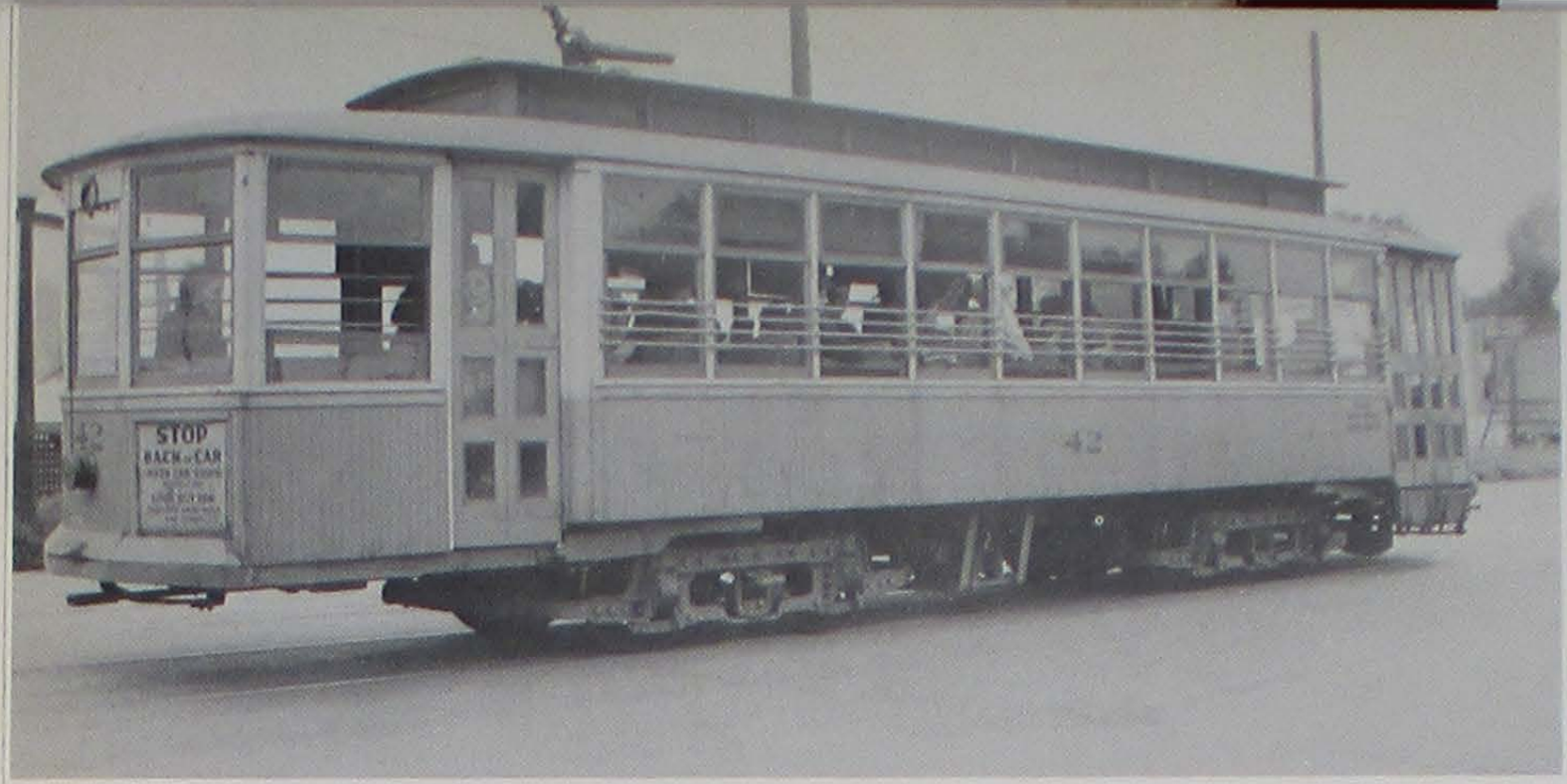
COLLEGE

TRANSFER POINTS	TRANSFER TO
4th & COURT	E. SEVENTH
	STOCK YARDS
	COURT
	LEEDS
4th & JACKSON	JENNINGS
	RIVERSIDE
	SO. SIOUX CITY
	PIERCE
	W. THIRD
	W. SEVENTH
	CREST. PARK
	PEARL

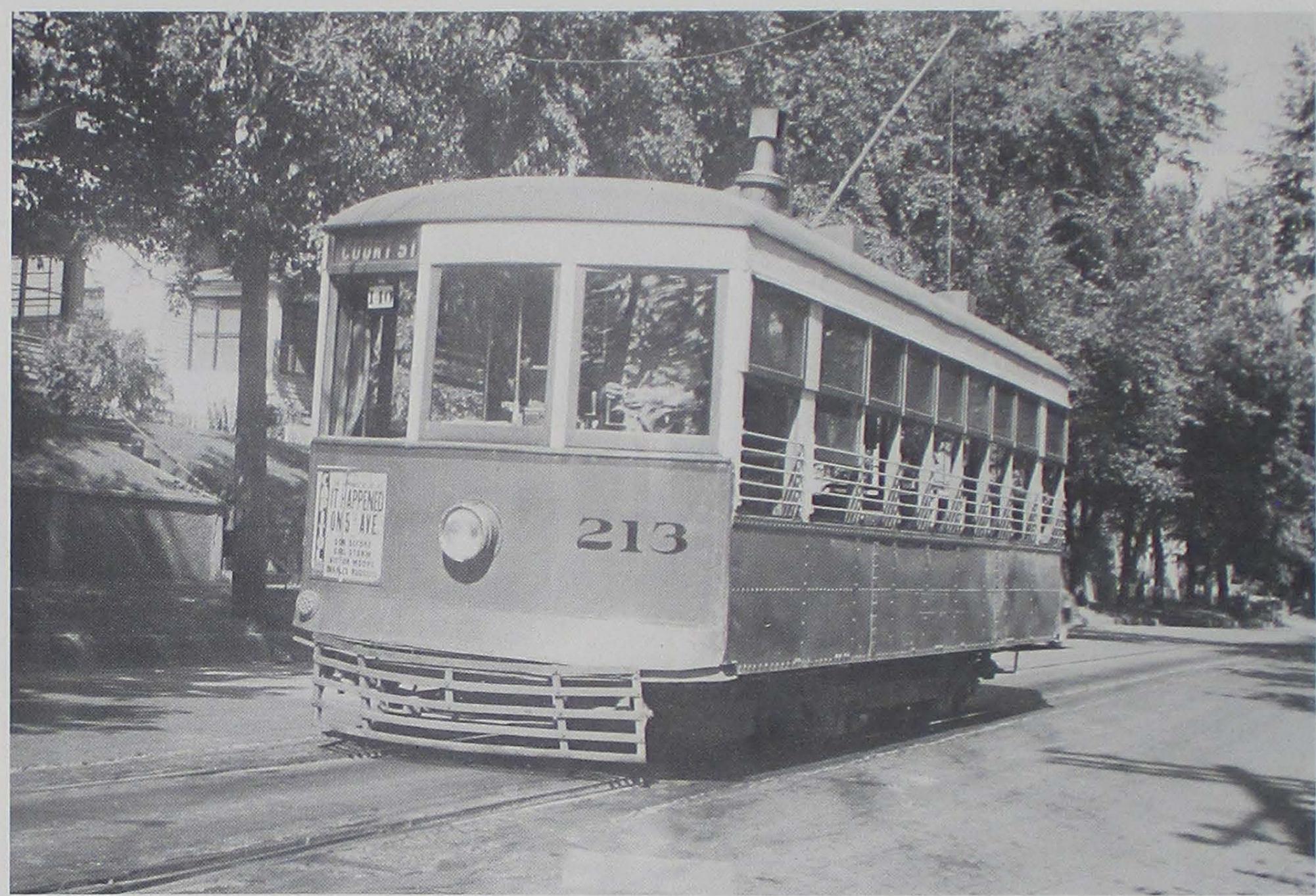
EMERGENCY

6 AM	15
7 AM	30
8 AM	45
9 AM	0
10 AM	15
11 AM	30
12 Noon	45
1 PM	0
2 PM	15

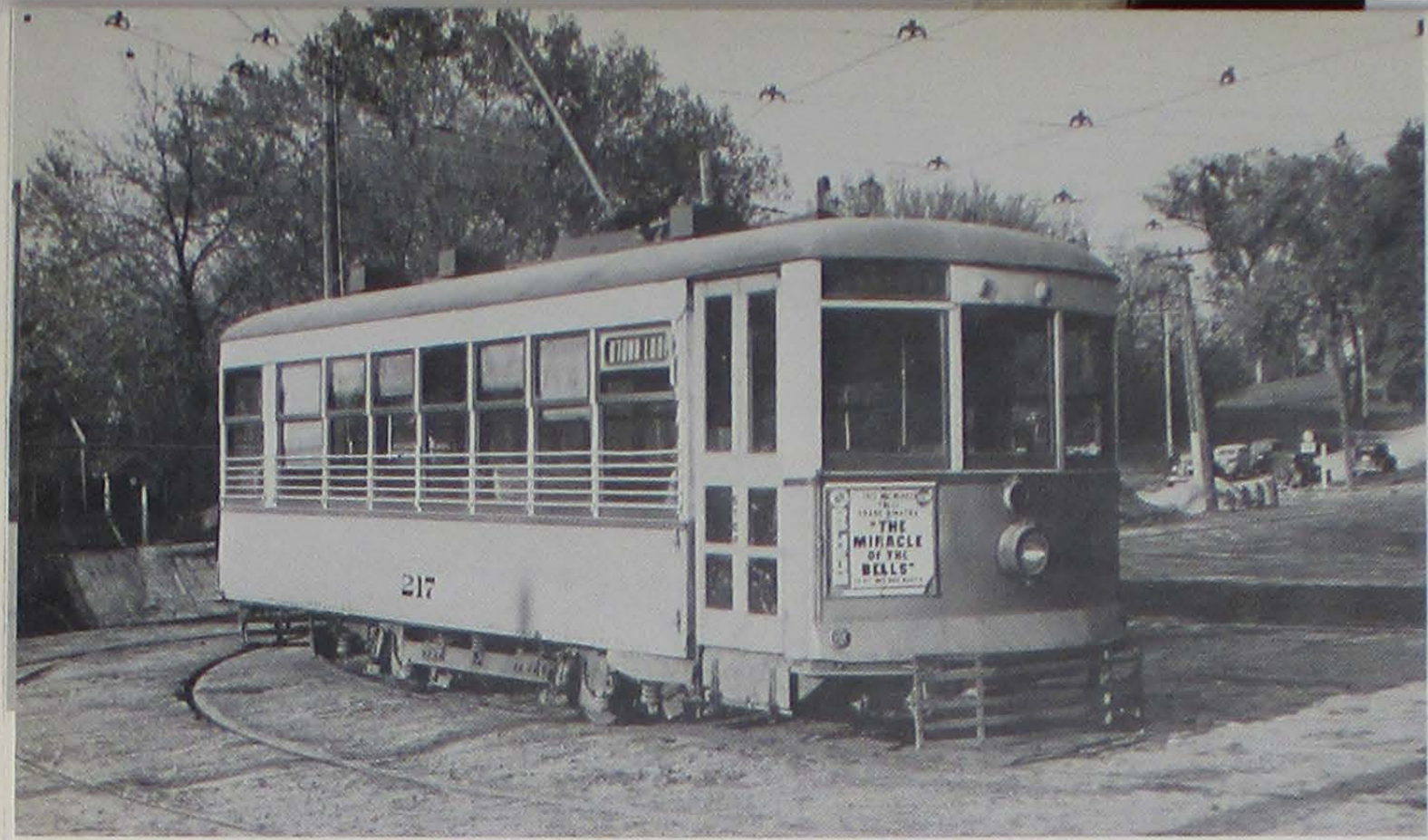


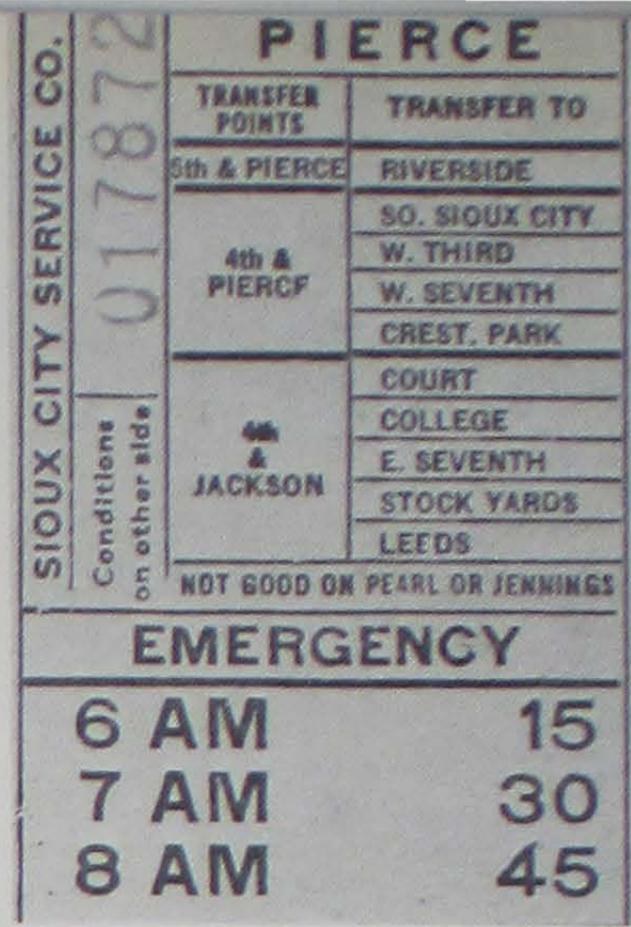


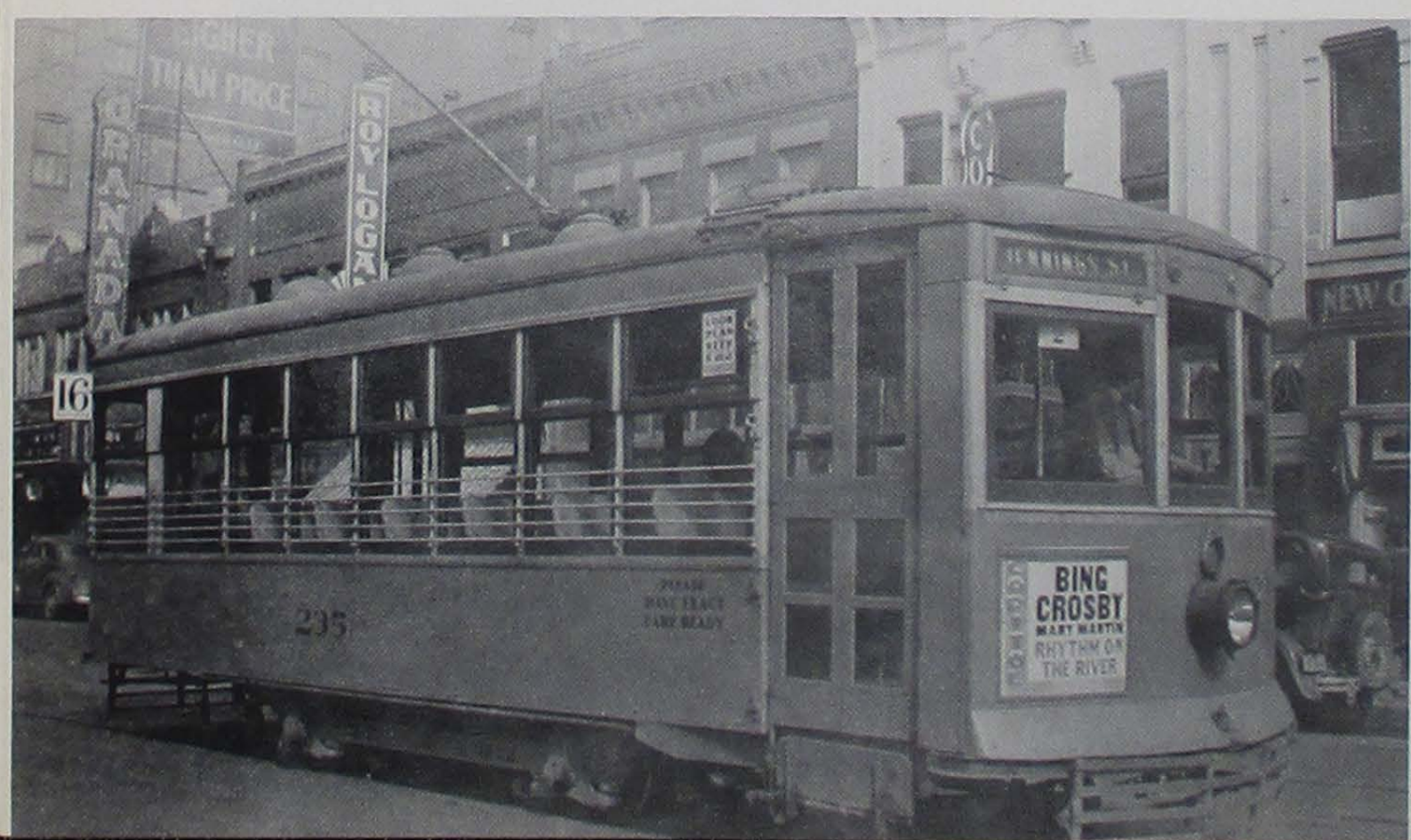
Three cars each on a different line: 42 on East Morningside Line. Ed Frank Photo. **213 at Turner & Villa Avenues on the West 3rd St. Line.** C.D. Kring photo. Car 35 near the **end of service in May 1948 on the Leeds Line.** Frank E. Butts photo.



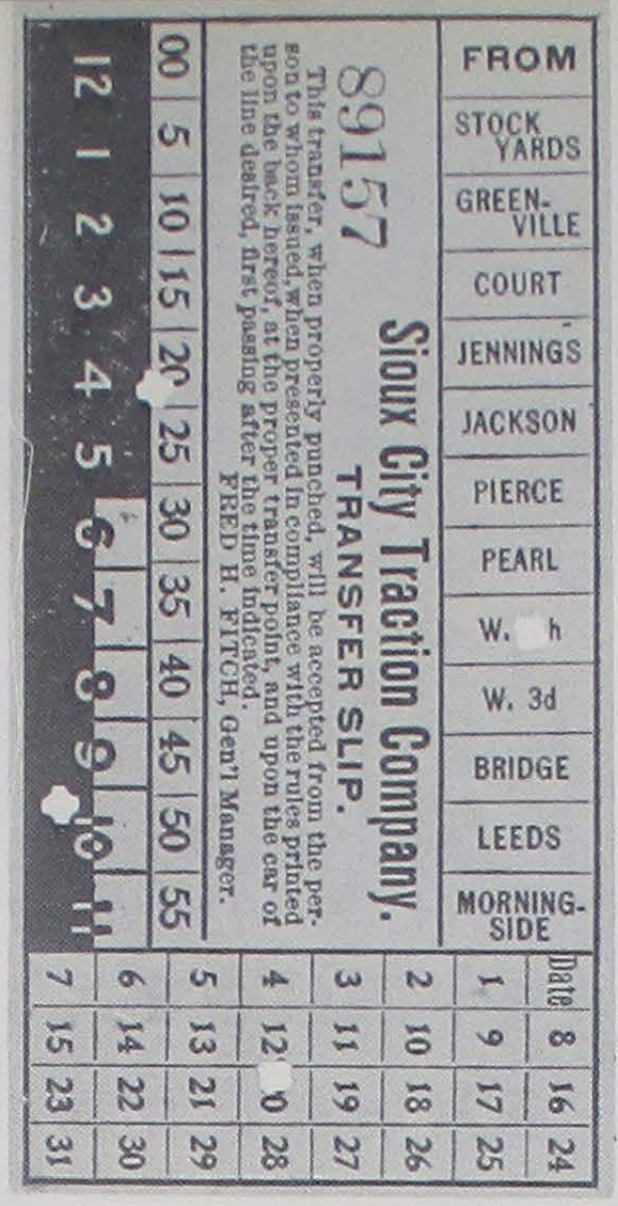
In the twilight years Car 44 enters Transit Avenue and travels under a Milwaukee Road branch on its way to East Morningside. S.D. Maguire Collection. **Two classic vehicles travel the street; Birney 213 and a Hudson automobile. Since May, 1948 they have both found their place in history.** F.E. Butts photo. **"Little Liz" plys 4th St. urging voters to disenfranchise herself.** C.D. Kring photo.





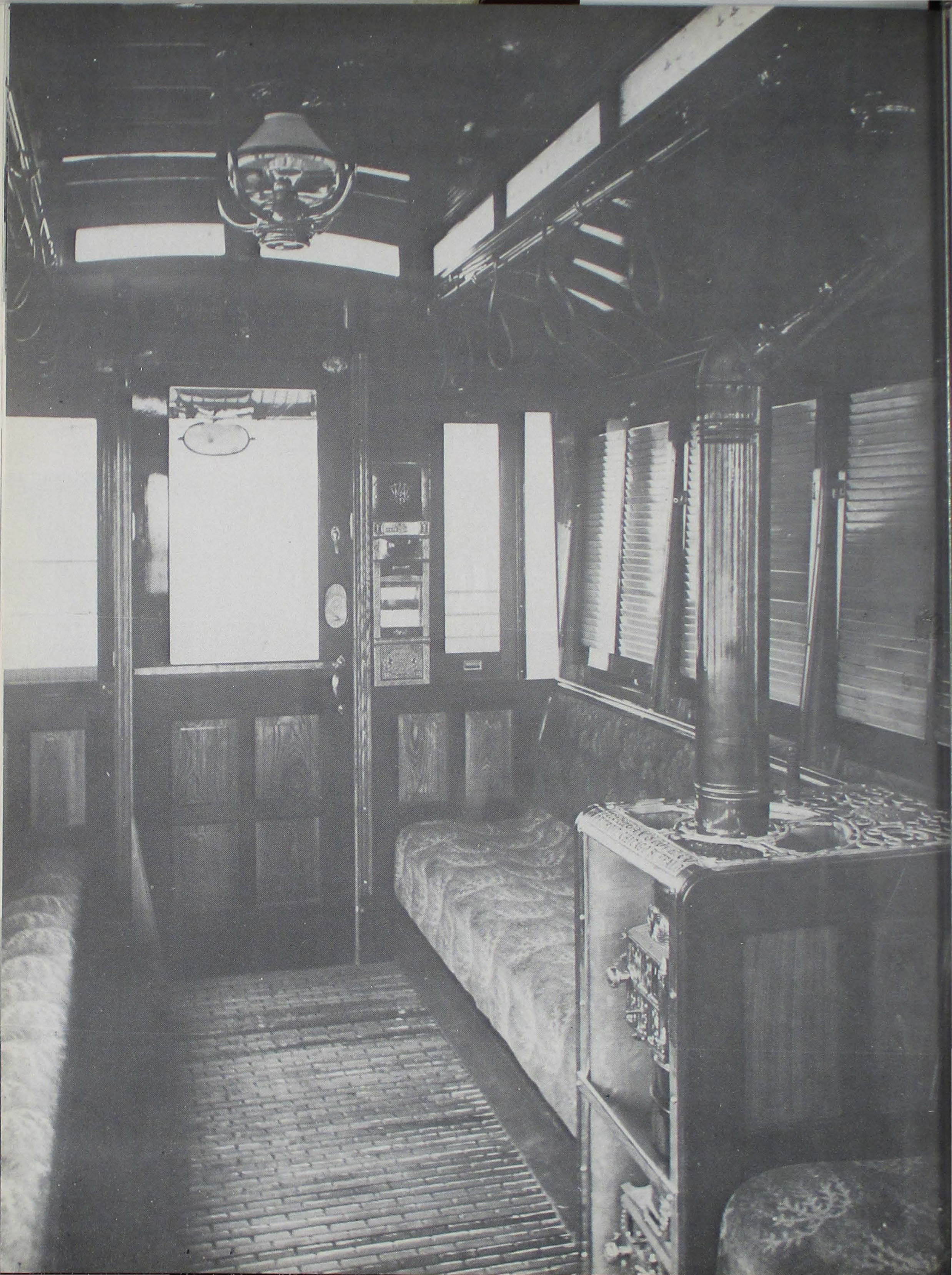


The design of a Birney car is detailed in this "roster shot" of 217 at the Shops in May 1948. Frank Butts photo. **If our photographer erred in recording the date that car 41 was en route to Riverside, students of the theater can correct him. The recorded date: October 1, 1940.** L.P. Cummings Collection. **Bing Crosby and Mary Martin were on the screen at the Capitol. Our theater buffs can tell us the date. Birney 235 is passing through downtown en route to Jennings St.** Myles A. Jarrow Collection.



The two types of equipment operated in Sioux City are captured in the same photograph. Car 61 is being followed by 228 as they enter the business district in August, 1940. Ed Frank Jr. photo.

In a story that was becoming all too familiar by 1948, the voter in yet another city had disenfranchised the streetcars. The sign on the front of these cars tells all that the end is but days away. Birney 220 turns on the wye at 28th Street and Court Blvd. Robert J. Levis Collection. **Car 62 crosses the Floyd River Bridge as it returns to the carbarn from Riverside in May 1948.** Frank E. Butts photo.



Footholds Among the Giants

DUBUQUE

DUBUQUE STREET RAILWAY COMPANY

In 1867, Dubuque was the largest city in Iowa. Entirely consistent with its commercial importance as a trade center was the granting of a street railway franchise on April 2, 1867. Recipients of the franchise organized the Dubuque Street Railway Company under the direction of J. K. Graves. More than a year was spent raising capital and laying track. Horsecar service started on May 23, 1868.

The route extended from the levee at the foot of Jones Street to Couler Avenue and 24th Street. About a year later an extension was made along Couler Avenue to the Fairgrounds at the city limits (later the site of the Brunswick Corporation plant). A second extension was built east on Rhomberg Avenue to Eagle Point.

Joseph A. Rhomberg acquired full control of the property from the Graves organization in 1876. As other systems developed in the city the Dubuque Street Railway, in recognition of his leadership, became known as the Rhomberg line.

In the 1880's an unsuccessful attempt was made to use an electric storage battery car. Faced with the competition of other new electric lines in the city, Rhomberg electrified the Dubuque Street Railway in 1890.

COMPETING SERVICES

J. K. Graves, who had sold his interest in the Dubuque Street Railway in 1876, became involved in another local transit project the next year. The Hill Street and West Dubuque Steam Railway planned a line from Eighth and Main Street, up to Julien Avenue and Broad Street on the bluffs. Steam instead of animal power was used in deference to the steep climb up from the river. Service started July 12, 1877. Two years later an extension was made to the Western Brewery on Delhi Street, where one of the motors (steam dummies) reportedly blew up.

However well its motors conquered the grades, the company was unable to provide dependable service. Its published timetable for half-hourly service was practically ignored. Residents found that they could expect a train only when the whistle of the locomotive signalled its approach. Service became so unreliable that the City Council threatened to revoke the line's franchise. Not wanting to lose all transportation, residents persuaded the council to give the company another chance. It was to no avail. In 1884, the company ended service, tore up its track and shipped its locomotive to Florida to be used on another line.

In 1889, David H. Ogden secured a franchise for the Eighth Street line (the old steam line) with the idea of operating electric streetcars. The Key City Electric Street Railway Company laid tracks and strung wires along the old steam dummy route.

Dubuque's first electric car ran on the Eighth Street hill on Christmas Day, 1889. Prominent citizens were on the first trip. Christmas turkeys must have gotten cold that year while the community enthusiastically watched its first trolley car. Operations continued until 1893 when the company was acquired at public auction by the Allen & Swiney Company.

In 1889, backed by the Allen & Swiney Company, the Dubuque Electric Railway, Light and Power Company secured a franchise and built a line from Sixth and Iowa Streets, north on Iowa Street to 16th Street, then on Jackson Street to the city limits. Later this company built a line competitive with the Rhomberg line to the Fairgrounds.

A branch extended east on 22nd Street and north on Windsor Avenue to Linwood Cemetery. To provide better downtown routing, track was laid on Jackson Street to 14th Street to Iowa Street. In 1890, Stewart's farm, three miles from the city, was acquired. An extension was made to the farm and development of an amusement park was started on the farm property.

MERGER, ZENITH AND DECLINE

The Union Electric Company, which was incorporated in 1900, acquired all of the predecessor companies. Operations were combined shortly thereafter. On March 15, 1900 a fire destroyed the car barn and five cars. To replace the old barn, a new building was built at 24th Street and Central Avenue. It is still in use in 1973.

In September 1914 Union Electric, through a subsidiary, East Dubuque Electric Company, started an electric bus line between Dubuque and East Dubuque, Illinois. Two buses, powered by Edison storage batteries, were used. One vehicle made the three-mile round trip while its mate was receiving a battery charge. The route connected with but did not interchange transfers with streetcars. Mainstay of the interstate service was the thirst of Iowans after Iowa passed a prohibition law. Later gas buses were used.

Dubuque Electric Company acquired the system in 1916. At that time the line had 85 cars, mostly single-truck motors but including 12 double-truckers and 20 trailers. Open cars for summer service were included. Reports indicate that patronage of the line was then so great that to enjoy a ride in a streetcar, one had to walk from the main part of the city in the opposite direction of his desired travel just to board a car. Seats were to be had only at the end of the line. Crowded vestibules, jammed running boards on open cars and riders on the roof were common sights.

The expansion of the electric power industry made traction company power plants and distribution systems attractive as they could be fitted into growing electric power networks. This development led to the acquisition of Dubuque Electric Company by the Interstate Power Company in 1924.

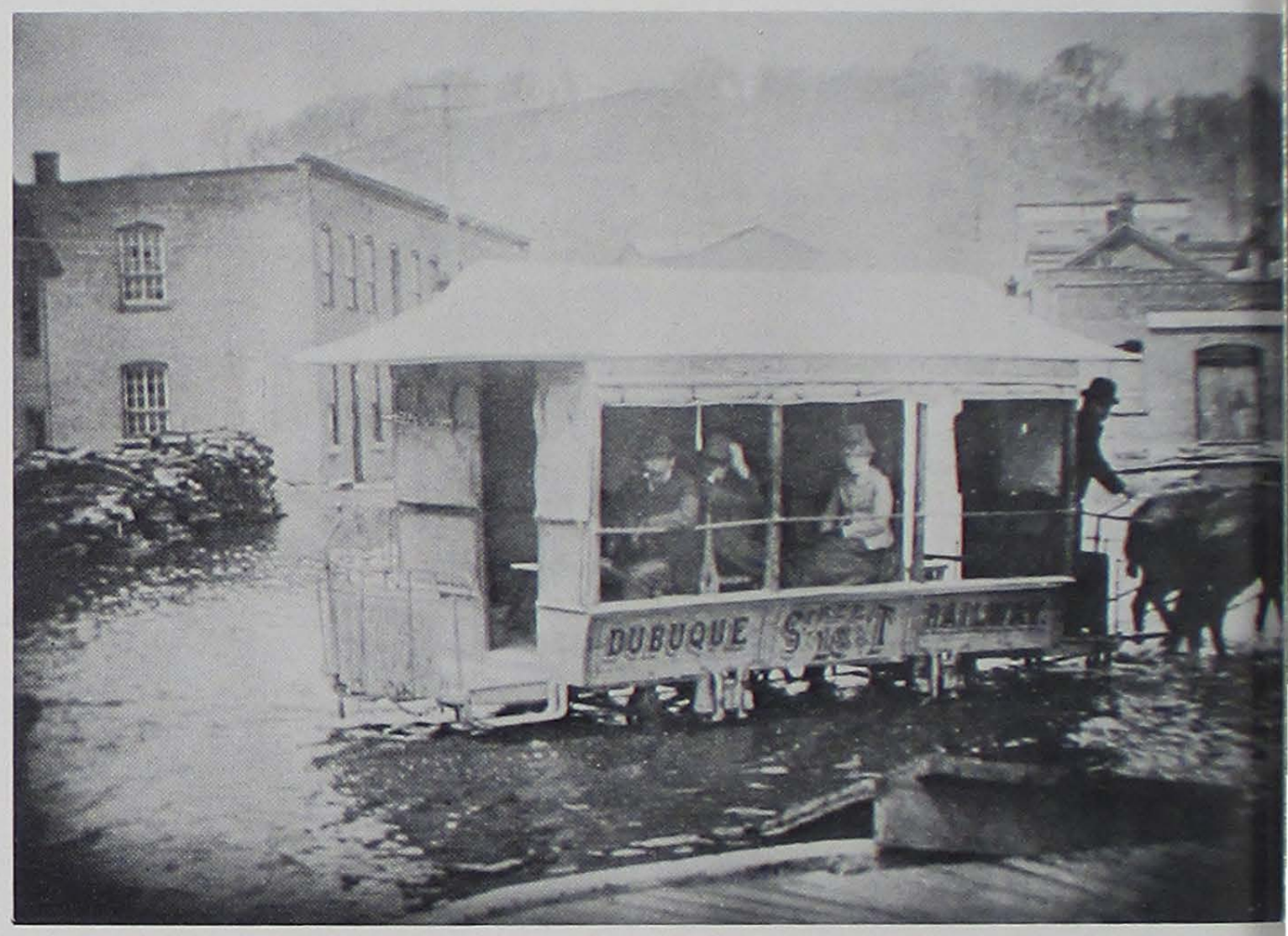
Electric traction riding generally declined in the early 1920's as a result of the automobile. Indeed, a serious decline had already taken place at Dubuque when Interstate took over.

Shortly thereafter the car fleet was reduced to 60 units with the most modern equipment being retained. Despite efforts to speed up the service riding continued to decline.

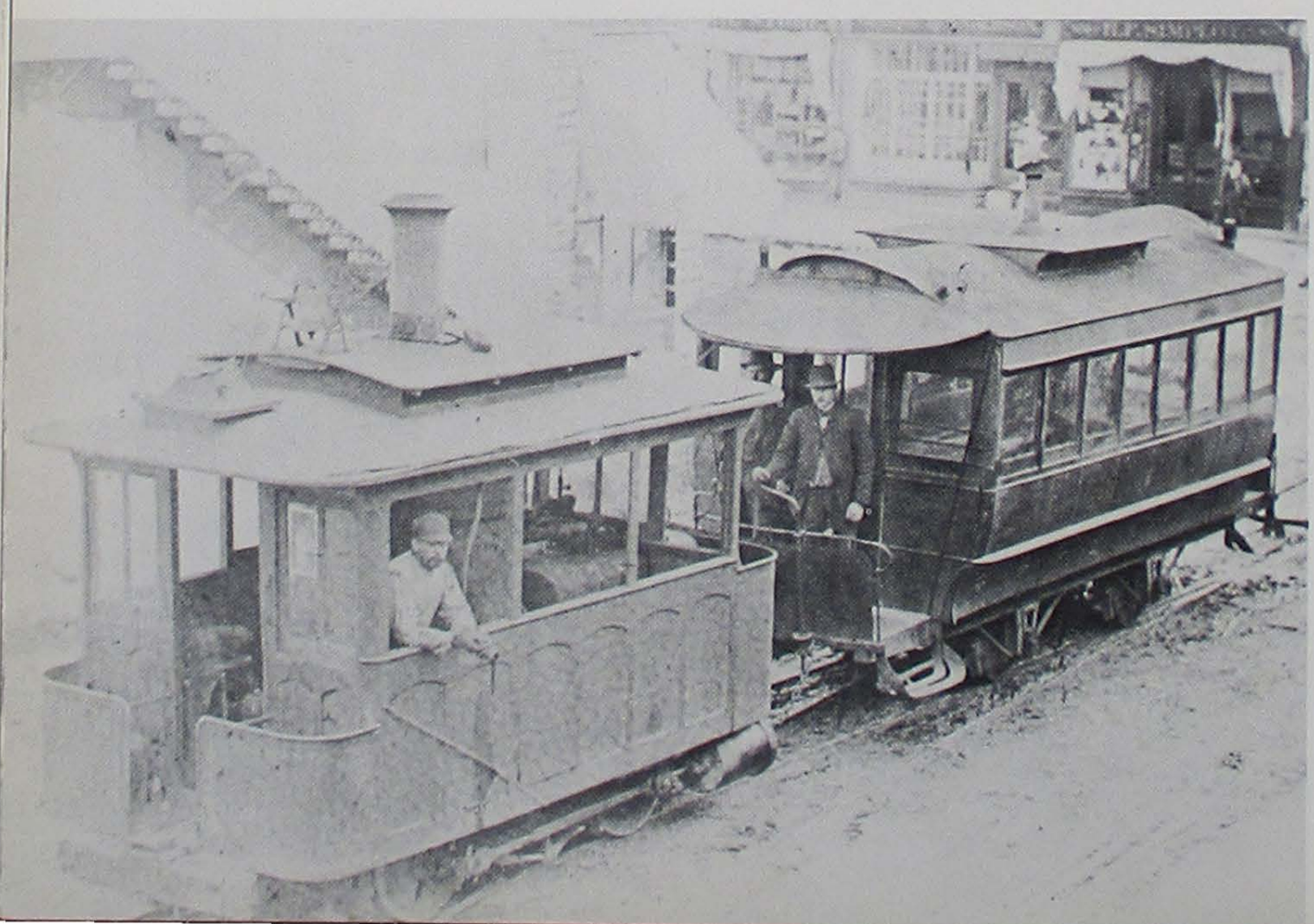
Also, in 1925 four buses were placed in service on new feeder routes in West Dubuque serving areas previously without transit. The result was so successful that other new routes were added. And the company started discussions with the city regarding car replacement. In 1929, cars gave way to buses on the Linwood line. The results of the first conversion and the onset of the Depression encouraged speedy conversion. On July 24, 1932 the last streetcars ran in Dubuque.

The 200-series cars, though already 18 years old, were sold to the Waterloo Cedar Falls and Northern for use in Waterloo. Other units were scrapped.

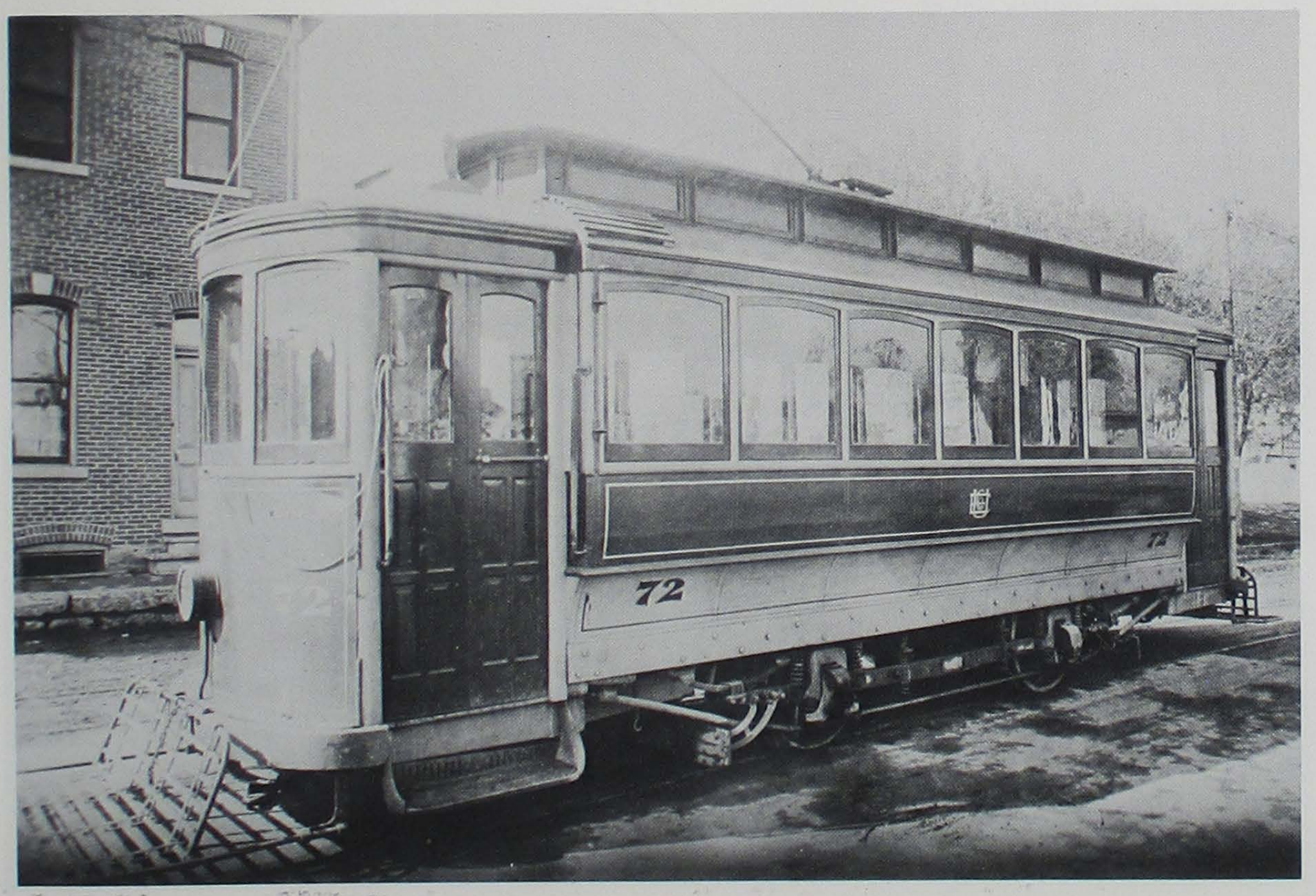
Interstate Power Company continued to operate bus service in Dubuque until September 1, 1973 when the operations were taken over by the city.

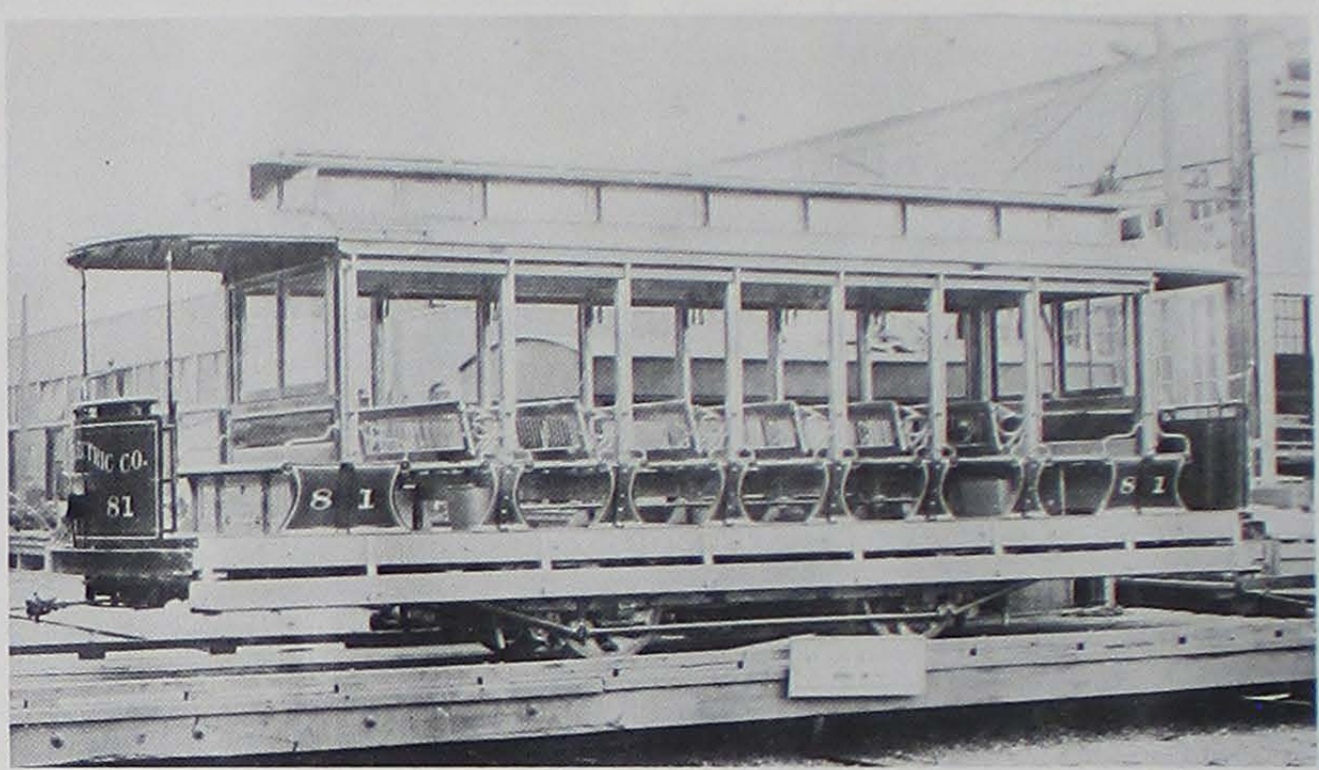


Operations in a riverfront town are prone to flood interruptions, especially as in Dubuque's case, when that river is the Mississippi.About the only advantage the horse car had over the trolley car was its ability to ford deeper water. Another predecessor to the streetcars in Dubuque was the Hill Street and West Dubuque Steam Railway. When service started on this line on July 12, 1877 the following report was filed: "With 90 pounds of steam in the boiler, the machine was let loose and it went up Julien Avenue and Hill Street as though it was running on level ground, and at a rate that astonished the oldest inhabitant, who was aboard. The motor came down the hill in the same manner—the operator checking and stopping it at will in the middle of curves or on the steepest grade." Both photos Interstate Power Co. Collection.

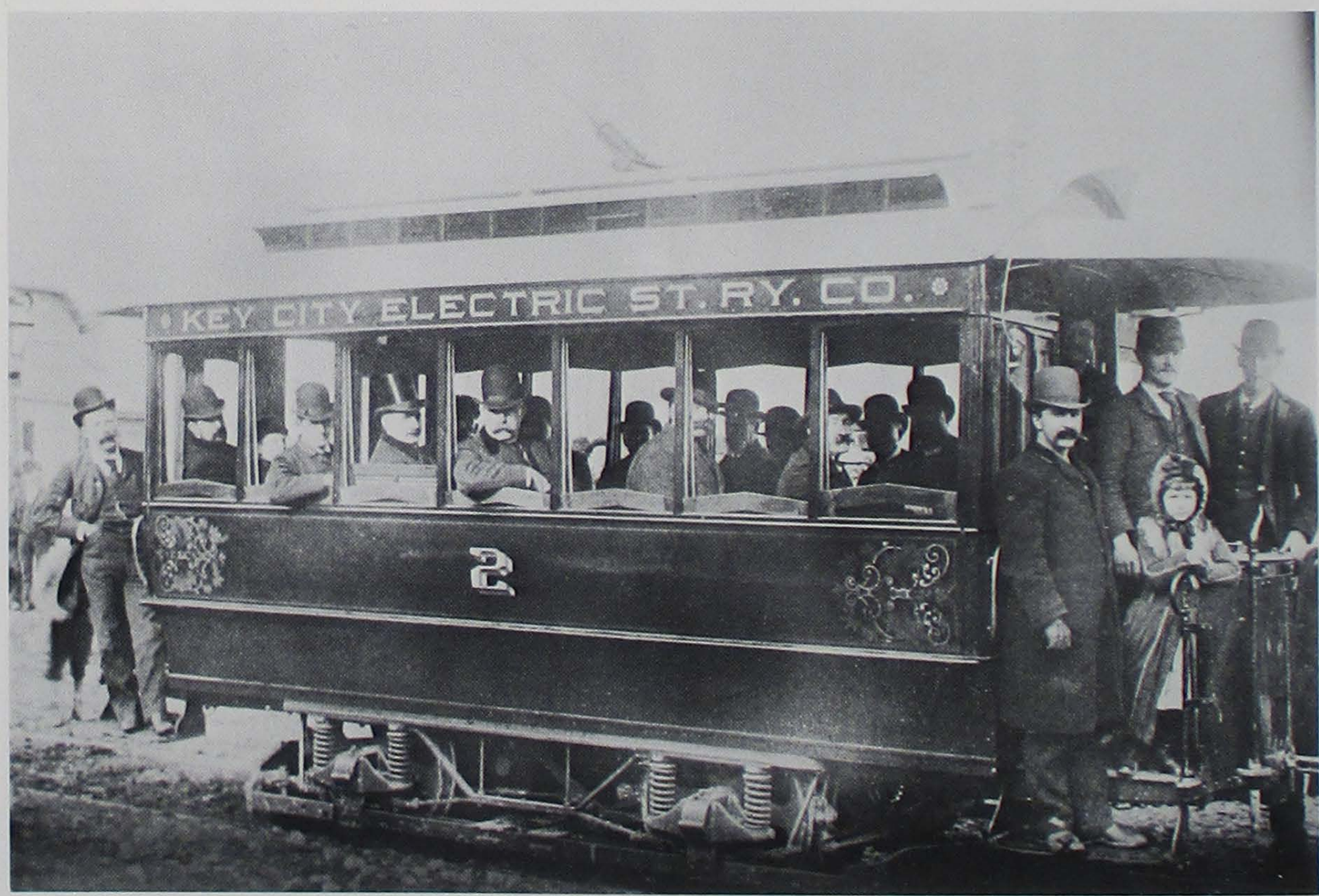


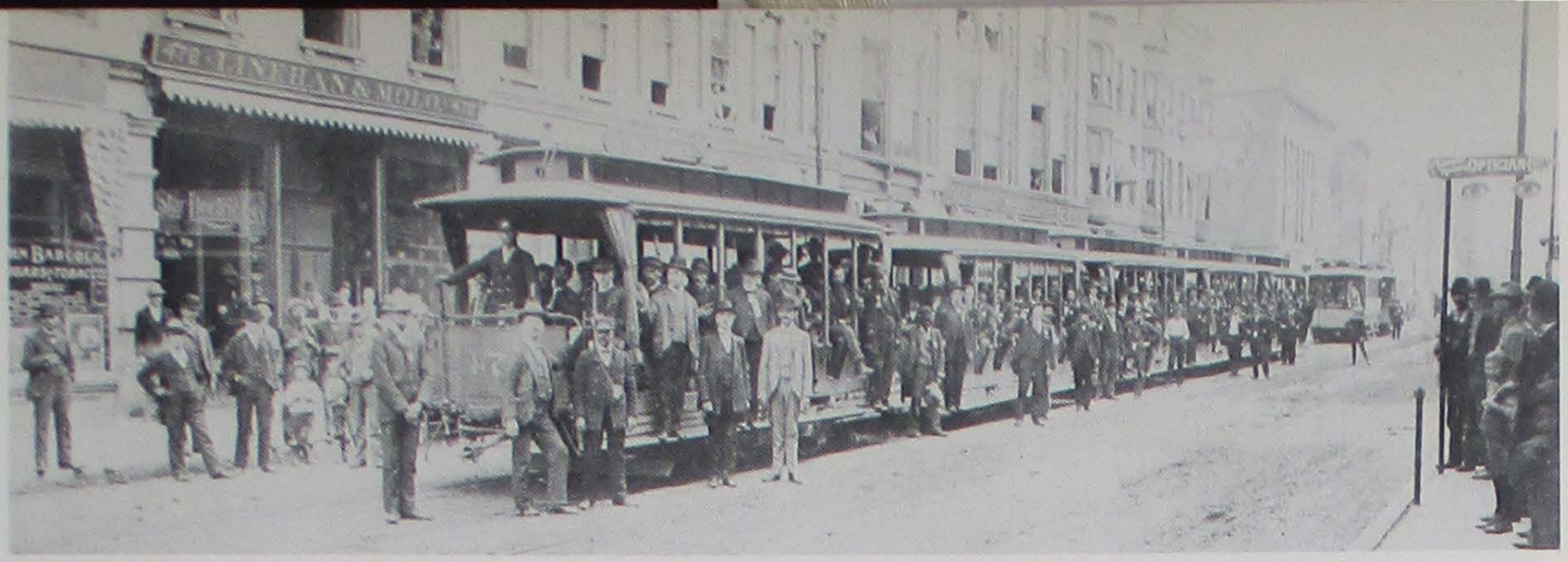
A motorman on an open platform car had a cold job in winter. Even though the motorman on car 15 is pretty well bundled-up the ravages of the winter of 1896 still must have made him cold. A variety of rolling stock is present in the carbarn when this photo was taken in 1908. It is interesting to note the number of open cars. After the turn of the century car 72 was representative of the cars which provided service during the winter months. This car was part of a series built by St. Louis Car Co. in 1901. All photos Interstate Power Co. Collection.





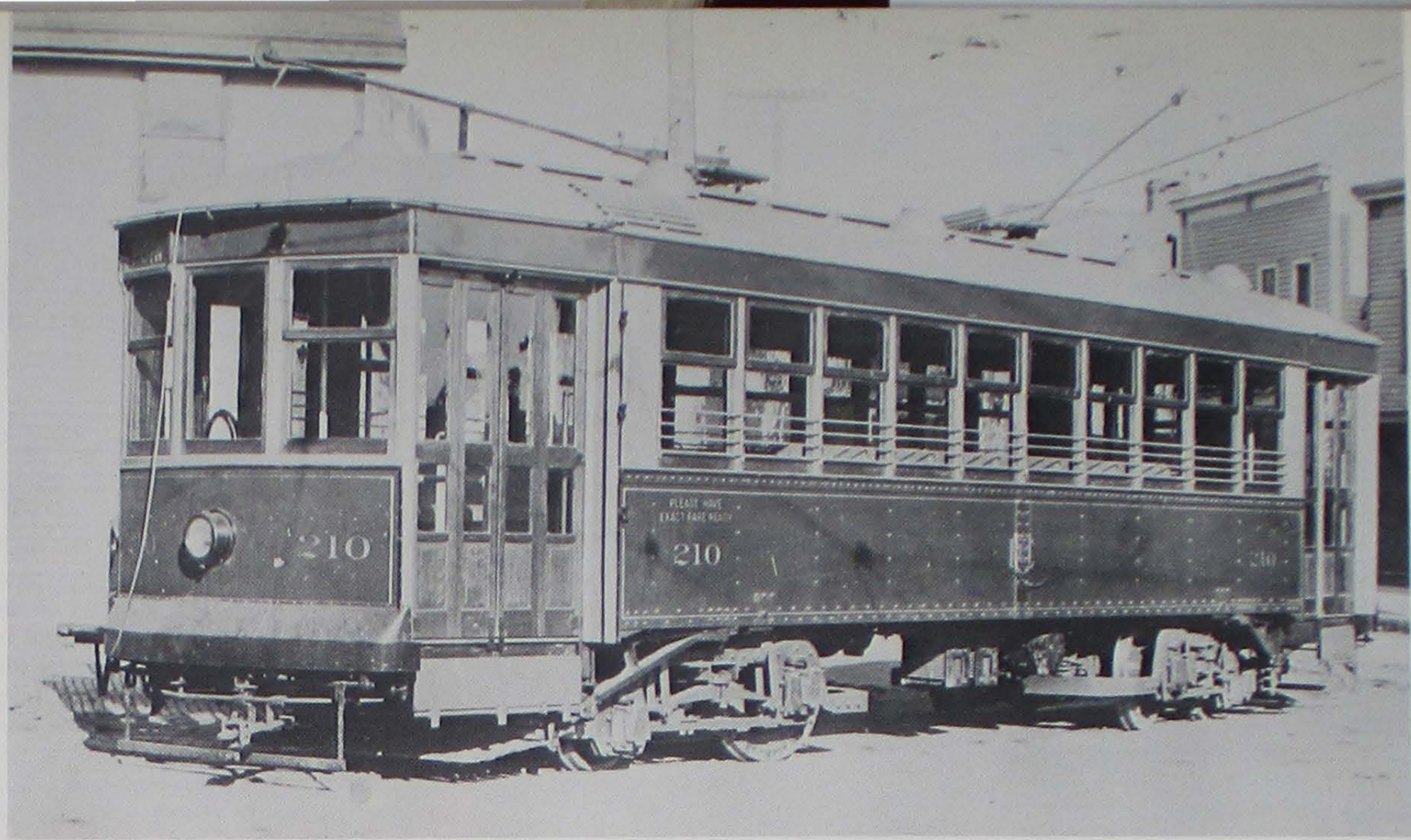
A popular spot in the early days was Eagle Point Park. Frequent service was provided to this park. Three cars including 69 are waiting for the picnickers to head for home. Open cars were fun to ride. The gentle breezes of summer could frolic past your face. Perhaps the most fun was to ride the front bench and "help" the motorman operate the car. Car 81 is about to leave the plant of its builder, St. Louis Car Co. on April 18, 1902. The capacity of a streetcar cannot be measured by its seats. This picture of car 2 was taken between 1890 and 1893. All photos Interstate Power Co. Collection.

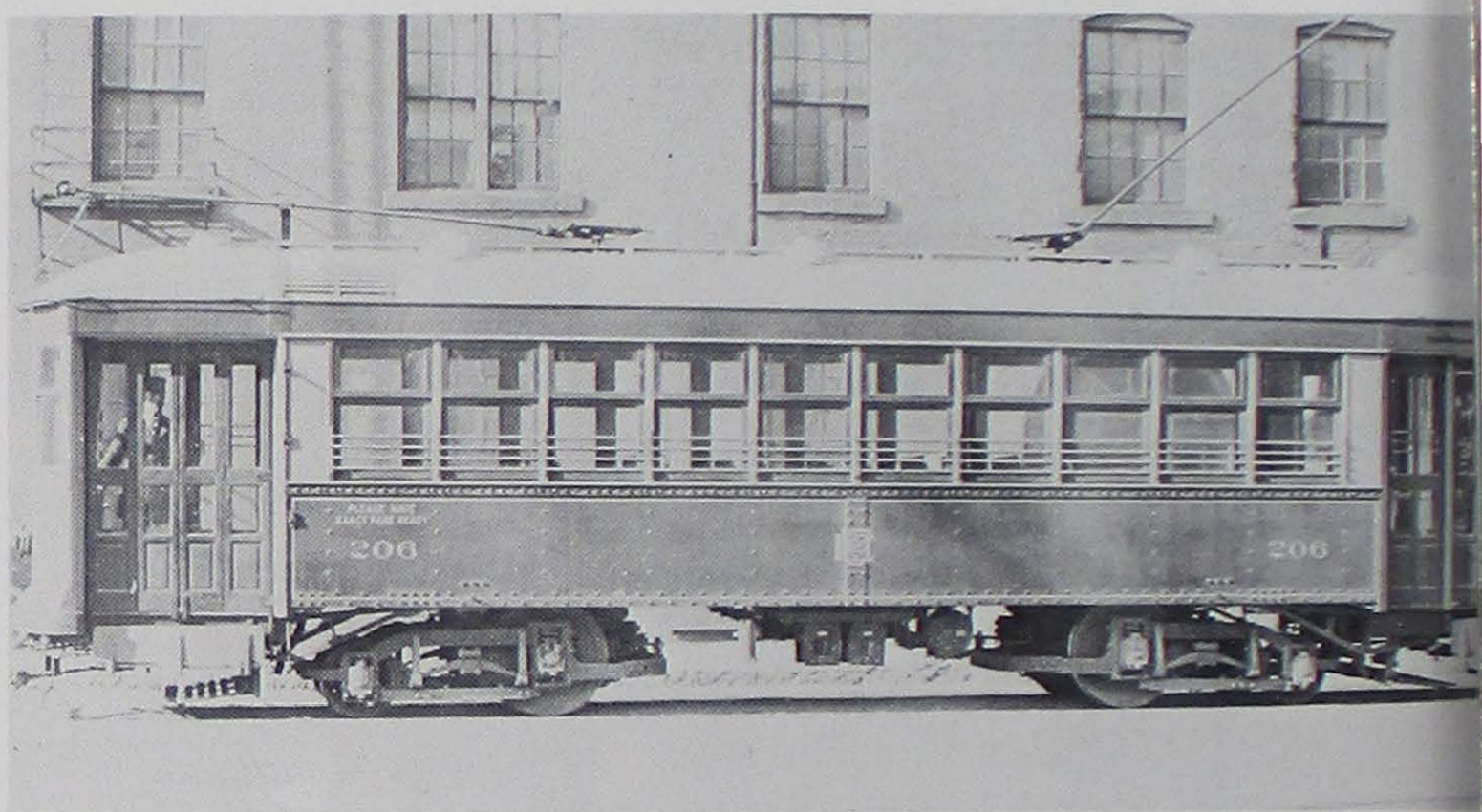




The impressive line-up of well occupied cars led by number 47 was occasioned by a Grand Army of the Republic convention. Commerce in downtown Dubuque has come to halt in anticipation of the coming parade. It is interesting to note that the train has stopped in front of the Linehan & Molo establishment. The Linehan family joined with Joseph A. Rhomberg to gain control of the Dubuque Street Railway Co. from the Graves organization in 1876. Interstate Power Co. Collection. **Union Park was the company owned park. Around 1910 car 99 was advertising concerts that were a continuous feature.** W.L. Heitter Collection.

In this postcard view taken at 8th and Main Street in Dubuque, streetcars occupy the four corners of the intersection. James P. Shuman Collection.





From 1913 to the end of streetcar operation in 1930 the 200 series streetcars served Dubuque. The pictures of these cars vividly portray the unique features of the maximum traction trucks. Around 1915 car 210 turns from Central Avenue onto 20th Street enroute to Eagle Point Park. In 1914 car 206 is waiting between runs. These cars are early examples of all steel construction cars used by street railways in Iowa. Both photos Interstate Power Co. Collection.

DUBUQUE'S ELEVATORS (INCLINES)

The informed transportation student is often quite frustrated by the careless terminology used both by the general public and the media in discussing transportation subjects. Typical is the indiscriminate use of "cable car" to describe the vehicles on Hyde Street, the teleferiques of Switzerland and the ski resorts and the inclined planes of Pittsburgh. Local usage in Dubuque, Iowa, avoids some of this ambiguity by using the term "elevator" for its inclined plane railways. While this may evoke notes of "Fifth Floor, Ladies' Dresses to the right," it is terminology which clarifies the kind of cable operation in Dubuque.

J. K. Graves, Dubuque banker and former Mayor and State Senator built a home on the high bluff overlooking the business district. It was about three blocks on a direct line but one could not go directly down the bluff. The roundabout road provided a bumpy buggy ride and was exasperatingly slow. Graves had been an initial supporter of the Hill Street and West Dubuque Steam Railway. Evidently he also grew impatient at its shortcomings for he made another move to provide transit to the bluff even before its short life expired.

In 1882, he constructed a steam operated inclined plane cable lift railway with one small car. It ran from Fourth and Bluff Streets to the top of the hill. For ten years the lift was operated free of charge for the benefit of Graves and his neighbors on Fenelon Place.

Fire, apparently caused by the steam engine boiler, destroyed the line in 1892. Graves, older and possibly losing patience, was not inclined to rebuild. The neighbors, who appreciated the service, took matters into their own hands. They incorporated the Fenelon Place Elevator Company, sold stock and purchased the incline railway from the Graves family. The new owners reequipped the line substantially as it exists today. An electric motor from a Chicago street-

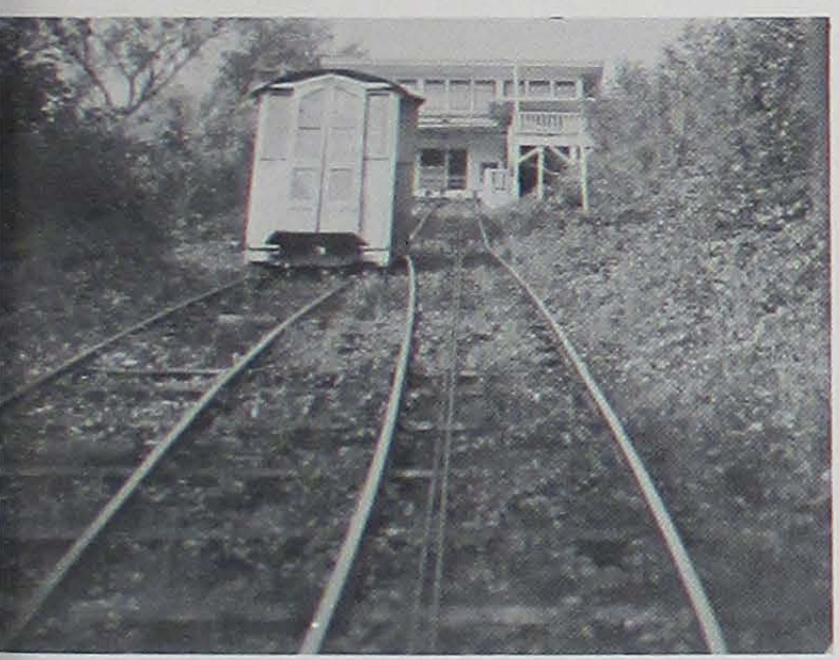
car was acquired as a power source. A decorated iron turnstile also from Chicago, where it had been used at the World's Fair gate, was purchased to collect the nickel fare which was established.

In the early 1900's, interest in the Elevator lagged. C. B. Trewin, founder of a title company, who had moved up on the bluff in 1893, bought all of the stock and became sole owner. Until his death in 1940, it was virtually a personal hobby. His widow and daughter kept the line going after his death. Dubuque recognizes the value of the lift both as transportation and also as a tourist attraction.

As many as 7,000 passengers have been carried by the lift in one month. Today about 300 commuters use it on their way to and from work. Tourists, enthralled by the 30-mile view of the Mississippi River valley, boost the annual number of riders substantially. Two operators, alternating on duty in the engine house at the top of the lift, are a recognized community institution and the house is, in its way, something of a community center for the people on the bluff.

Another "elevator" was constructed in 1887 at 11th street. Electrified in 1900, it was abandoned in 1927.

Photographs of the Fenelon Place Elevator are virtually timeless. The operation remains in 1974 substantially as it was in 1892. The cars are operated by a K type controller which is reportedly the prototype of the K controllers. This particular controller was on display at the Columbian Exposition in Chicago in 1893. This view from the top of the elevator was taken on July 26, 1959. William D. Middleton photo. **Below: From the bottom we can see the control house.** Donald Idarius photo.



FORT MADISON

In 1887 the Atchison, Topeka & Santa Fe Railway Company completed its line between Chicago and Kansas City. This line crossed the Mississippi River at Fort Madison, where the Santa Fe established a division point and erected shops. Public transportation became a need of the community. To meet this need the Fort Madision Street Railway Company was chartered in perpetuity on January 17, 1888. Twenty-five people subscribed for the initial issue of 1,000 shares of stock with a par value of $100 per share. J.B. Morrison was named president of the infant company.

Apparently no time was wasted in construction as horsecars were reportedly in operation by early July. The line extended from the Iowa State Penitentiary on the east to Ivanhoe Park on the west. The branch down 27th Street served the Santa Fe shops. In addition to animal power the company apparently experimented with the use of steam locomotion. An 1891 report lists a steam motor

in addition to eight cars and five horses and 28 mules operating over the four miles of track. In 1892 the company was reorganized and D.A. Morrison replaced his brother as president.

During 1895 animal power gave way to electrification and the trackage was rebuilt with fifty-six pound rail. There were four motor and four trailer cars, all built by Wells & French in Chicago. In 1914 a short "rush hour" extension was built on 38th Street to serve the new Perfection Tire & Rubber Company plant north of Ivanhoe Park. Fort Madison by that time boasted less than 9,000 population. In this era the property came under the control of the Mississippi Valley Electric Company which also owned the streetcar systems in Iowa City and in Mankato, Minnesota. Conversion to one-man operation was made in the World War I era. During the 1920's the increasing impact of the private automobile was felt. The 27th Street branch was abandoned in this period. In 1929 buses replaced streetcars. Bus operation continued until the post-World War II period when public transportation in Fort Madison was terminated.

Very few pictures of street railway operations in Ft. Madison exist. This picture is reproduced from a printed copy and as a result is not as clear as we desire. Car 11 is shown in operation during the 1890's. Four cars were used in the rush hours. These cars maintained their hand brakes as they were two inches shorter than the state law minimum length requirement for mandatory application of air brakes. The cars were painted green with orange trim. Charles V. Hess Collection.

IOWA CITY

The Iowa City Electric Railway Company was organized in 1908, but began no construction until 1910. This late date may seem surprising in a college town as state schools in Cedar Falls and Ames had resulted in local transit systems even before the days of electric streetcars. The campus at the State University of Iowa was adjacent to the downtown area and the students had no real need for local transportation.

The first line actually constructed in Iowa City was built out to Rundell's Addition, a new subdivision in the southeastern part of the city. It appears to have been a real estate promotion to make the sale of lots more attractive by the availability of transportation. The line was hastily built in the fall of 1910 and the first car, reportedly borrowed from Cedar Rapids, operated on November 1.

The developers of Rundell's Addition started service with a promotion to end all promotions. To open service on a street railway served by one borrowed car, they arranged a program of speeches which began at 2:30 PM that afternoon and lasted for one hour! After the speeches the car began shuttling to and from the end of the line. By 6:30 PM it had carried 300 people.

Additional lines were proposed, but winter made further construction impossible. A second car arrived on November 23, apparently a purchased, second-hand car rather than a borrowed one.

In the spring of 1911 two new lines were built. The Rock Island Depot line was ready for service May 1. The Dubuque, Church and Dodge Streets line was ready June 6. But new cars had not arrived and the two cars could not adequately cover schedules on three lines. The four new cars arrived early in July and a full schedule became possible. The borrowed car was returned to Cedar Rapids. A carbarn was built that summer (1911) out at the end of the Rundell Street Line.

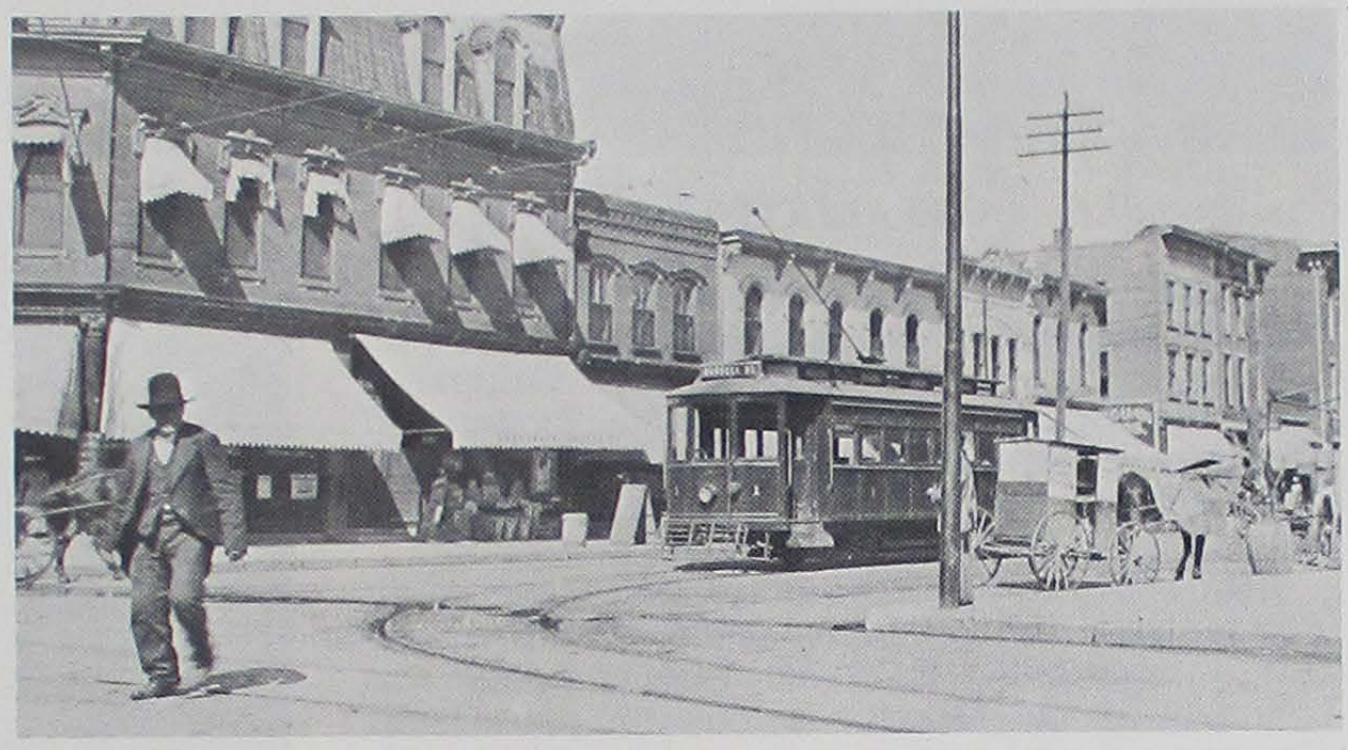
Two more lines were built, one to the northeast part of the city. The final line, built in 1915, reached City Park in the northwest portion beyond the Iowa River.

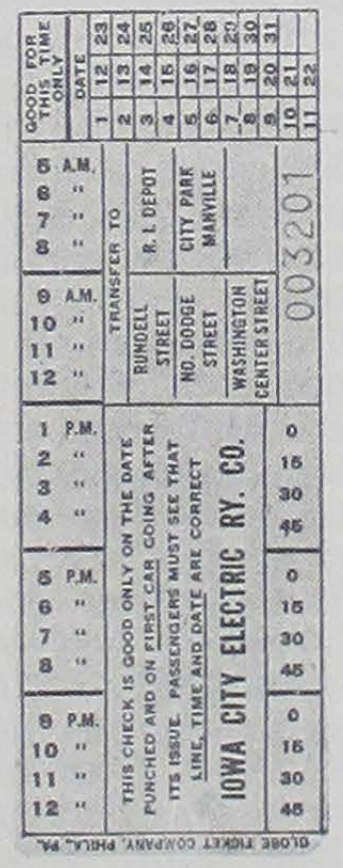
In the later 1920's a bus substitution program was started and lines were converted as buses were acquired. The last line was converted on Saturday, August 16, 1930. The five remaining cars were scrapped, the bodies reportedly sold as cabins. The line was dismantled by a scrap dealer.

Bus service has continued in Iowa City though recently it has been municipalized.

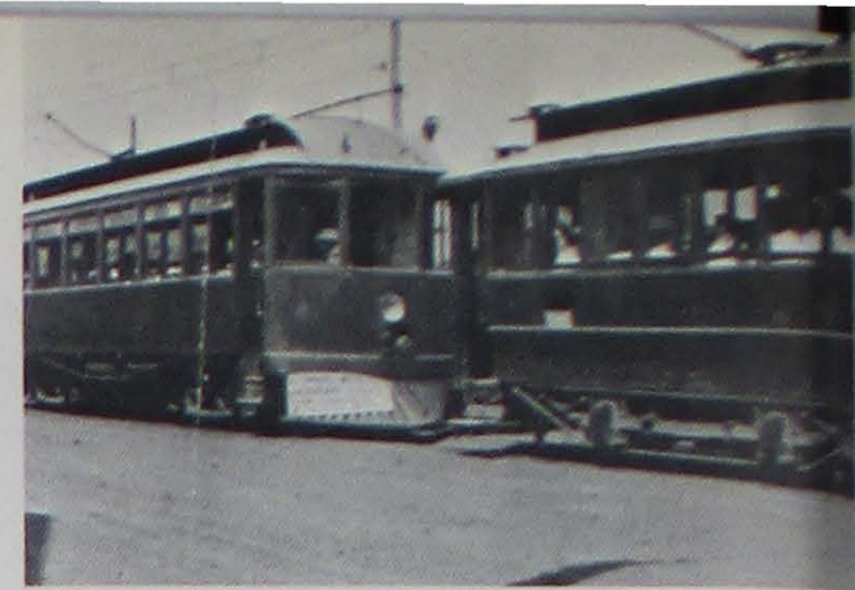
Car 1 and 4 meet at Dubuque and Washington Streets. City Park cars carried baseball fans to the Park. A short lay-up track extended beyond the curve onto Park Road to accommodate extra cars. The Iowa City lines were designed, and construction supervised, by B.J. Lambert, professor of Civil Engineering at the University of Iowa. He also served in a similar capacity on the Waterloo-Cedar Rapids line of the WCF&N. Relationship with the Crandic also existed. Power came from the Crandic's Iowa City substation through a separate feeder. Stephen D. Maguire Collection.

The base point of operations was the intersection of Washington & Dubuque Streets as shown in these two photos. Car 1 is turning prior to its run to Rundell St., one of the five lines that radiated from this intersection. Stephen D. Maguire Collection. **In the 1920's 4 cars were needed for base operations: 2 cars for the through routed Dodge-Rundell lines and one each to Center and Ferson Streets. The latter line was originally called "City Park"; however it was changed to "Manville Heights."**

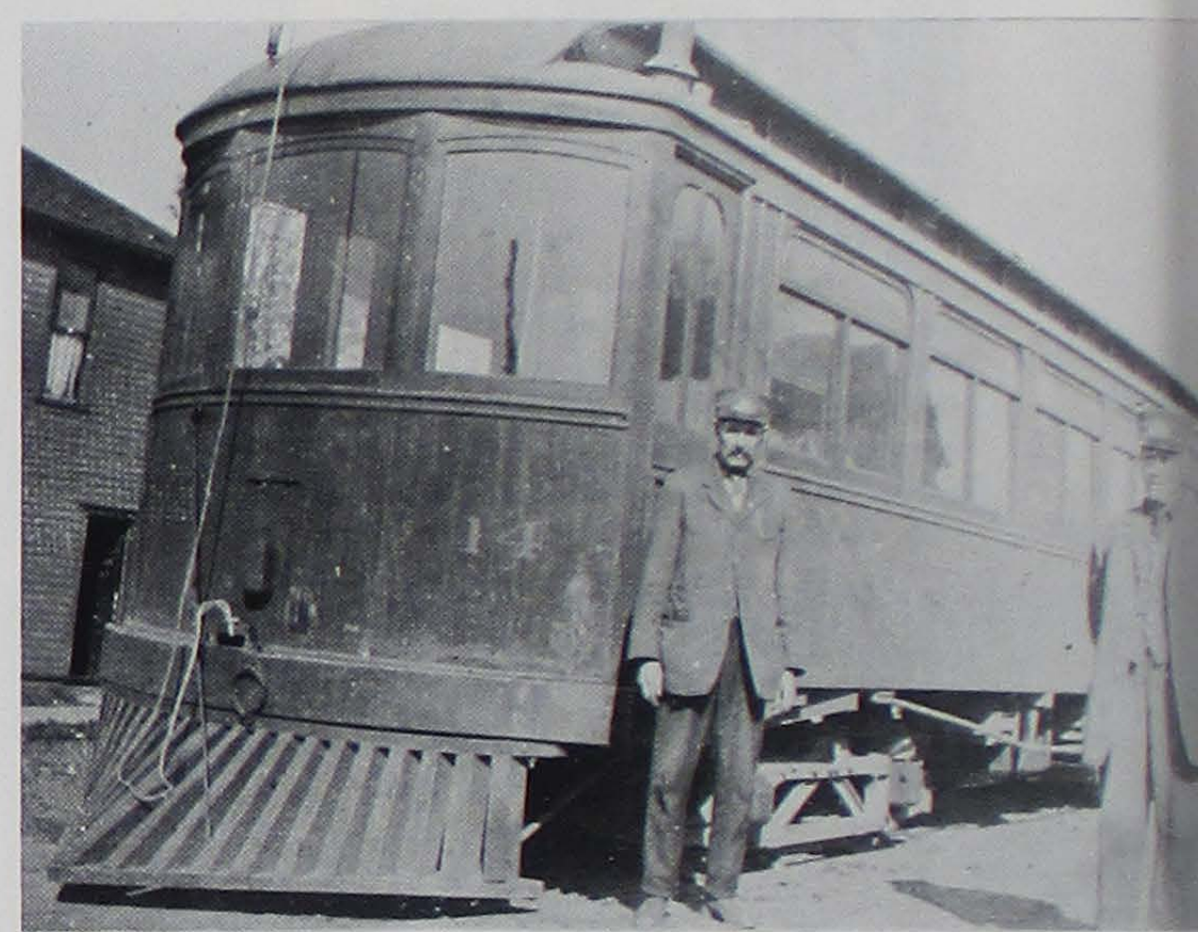




Iowa City car 4 is photographed at the builder's in 1910. George Krambles Collection. **These cars had hand brakes and several of them were rebuilt with arch roofs.**



Oskaloosa ordered its first lightweight car before the advent of the Birney. 102 is turning off of 1st Avenue onto Market Street. Frank E. Butts Collection. **The original equipment of the Oskaloosa & Buxton Electric Railway included interurban car 14. Above: This car is following a local car in Oskaloosa. It is unfortunate the photographer did not capture the complete scene. Below: The faithful car and its crew proudly pose.** Both photos George Krambles Collection.



OSKALOOSA

About 1880 a horsecar line was built and placed in operation in Oskaloosa by the Oskaloosa Street Railway and Land Company. This four-foot-gauge system eventually consisted of three lines radiating from the public square. In 1891 it had four cars and 21 horses operating on four miles of line.

In 1898 the narrow-gauge horsecar system was replaced by a standard gauge electric operation. In May 1902 the name of the company was changed to the Oskaloosa Traction and Light Company. Local service was provided with single truck cars, both closed and open, housed at a combination car barn and power house at Sixth and "A" Streets. In that period cars left the "depot" at High Avenue and "A" Street on a 20-minute headway from 6:20 AM until 10:40 PM on weekdays and from 8:20 AM until 10:40 PM on Sundays.

During 1906 construction began on an interurban line from Oskaloosa in a southwesterly direction to Buxton, then a thriving (but unincorporated) coal mining town. The interurban was built by the Oskaloosa and Buxton Electric Railway Company, but was owned and operated by the OT&L Company. The interurban was well built on a right-of-way seventy feet wide. Its catenary overhead was reputed to be the first in Iowa. Plans called for ultimately reaching Albia, but the line was never constructed beyond Beacon - a small community only three miles from Oskaloosa.

The first day of operation on the new line was Sunday, November 18, 1906. The new interurban car that was on order had not arrived, but more than 1,000 persons rode city cars which were pressed into service. During the next week final touches were put on the line. Cinder ballast was applied and the track levelled. The snow sweeper doubled as a locomotive to handle the ballast cars. Regular service began the next Saturday, November 24.

Waiting shelters were erected along the new line and flag stops were established at virtually every road crossing and lane between Oskaloosa and Beacon. The interurban car finally arrived via the Iowa Central Railway on December 12. It was promptly unloaded and taken to the carbarn to be made ready for service. The car was resplendent in Pullman green paint with the full Oskaloosa & Buxton Electric Railway name on the letterboard. The car was a great curiosity; for many of the local populace it was their first view of a true interurban. They visited the carbarn in such numbers that they actually hampered efforts to get the car ready for service. Finally, on December 20, car 14 was placed in operation.

Looking back sixty years it is difficult to understand the logic of an interurban line out of Oskaloosa, especially noting that the 1970 pop-

ulation of Beacon was only 338. However, in the early 1900's this part of Iowa was a thriving coal-mining area. In addition, the planned connection with the Albia interurban would have scarcely increased the average population per mile. Most mines in the area closed down shortly after World War I and Buxton, the initial projected terminal of the line, whose population at one time approached 1,000, is not shown on present day maps.

On June 1, 1913, the Oskaloosa system, city and interurban lines, was acquired by the McKinley syndicate, the corporate family of the Illinois Traction System. This link became quite apparent with the purchase of new city cars in the teens. The new cars were the Illinois Traction lightweight cars, similar in appearance to the most common Birney, but with only two front windows instead of three.

Sometime later, probably about 1925, the Oskaloosa system was acquired by the Des Moines Electric Light Company (now the Iowa Power and Light Company). The new owners sought to discontinue rail operations. On May 22, 1926 an agreement was signed with the City of Oskaloosa for substitution of buses for both streetcars and the interurban. The agreement was made effective shortly thereafter.

The replacement bus service appears to have been a victim of the Depression. A few traces of the Beacon line right-of-way can still be found. The old carbarn serves the power company as a garage for its service trucks.

KEOKUK

An ordinance passed by the city council on August 20, 1883 authorized the Keokuk Street Railway to build and operate a horsecar line. Before the end of the year three and one-half miles of track were in operation. Two routes were constructed: Main Street and Sixth Street, the latter serving Rand Park and the local cemeteries. On April 7, 1890 the property was sold to the Keokuk Electric Car & Power Company for $2,000. Operations were suspended and work was started immediately electrifying the system.

Things seem to have moved faster in Keokuk than in some other cities in Iowa, for the electrified street railway was ready by August 30, after only seven months. The current was turned on for the first time at 11:40 PM amid wild cheering from those citizens who were still up. Car 8 made the maiden run successfully. Regular revenue service began the following morning. The property came under control of the Gate City Electric Company. Operations continued uneventfully. But another change in ownership occurred in April 1894. The Keokuk Electric Railway Company took over the property. Apparently the line was not a great success for records indicate that the system lay idle for several years in the late 1890's. The Keokuk Electric Railway & Light Company took over the property and resumed operations in 1900.

Once in the twentieth century, the company started efforts toward building lines into Illinois with Warsaw, Carthage and Nauvoo as objectives. On May 11, 1903 a subsidiary, the Keokuk & Western Illinois Electric Company was organized. By October 4, 1903 the lines into Illinois were ready to operate. The company had been fortunate in making arrangements with the steam railroads to use their bridge, owned in the name of the Keokuk and Hamilton Bridge Company, which crossed the Mississippi. In addition, steam road tracks were used in Illinois.

Cars left Keokuk city trackage and crossed on the bridge tracks which also carried Wabash and Toledo, Peoria & Western Railway trains. Wabash tracks were used from the end of the bridge to Hamilton Junction. From Hamilton Junction to 4th Street in Warsaw, tracks of the TP&W were used. Tracks were laid in 4th Street (up a steep hill) to Main Street, in the center of Warsaw.

A branch line used 2nd Street and Broadway to reach 9th Street in Hamilton. This Hamilton - Hamilton Junction service was operated as a shuttle. The interurban cars were subject to steam railroad rules when on the tracks of the steam roads.

Concern about hazards of operation on the 4th Street hill in Warsaw led the company to discontinue that portion of the line in 1911. Instead wire was strung further along the TP&W tracks to the point where they crossed Main Street where the new terminal was placed.

On December 4, 1911 the Stone & Webster Corporation acquired the utilities in Keokuk and merged gas, electric and street railway properties into the Keokuk Electric Company. Most cars ordered for the property after this date had the characteristic "stepped-roof", a Stone & Webster "trademark". One Birney, however, a standard single-truck unit, appeared in 1916.

In the period between the time Iowa adopted statewide ban of alcohol consumption (prohibition) and the adoption of national prohibition, the Keokuk-Warsaw interurban did a thriving business, especially on weekends. Extra sections frequently had to be operated to handle the crowds crossing the Mississippi River into Illinois to obtain beer and liquor.

At one point along the route was a spot where severe erosion of the bluffs had occurred. The spot was called "Cedar Glen" and the company tried to develop it as a recreation area. Today it is a wild flower reserve owned by the Western Illinois University.

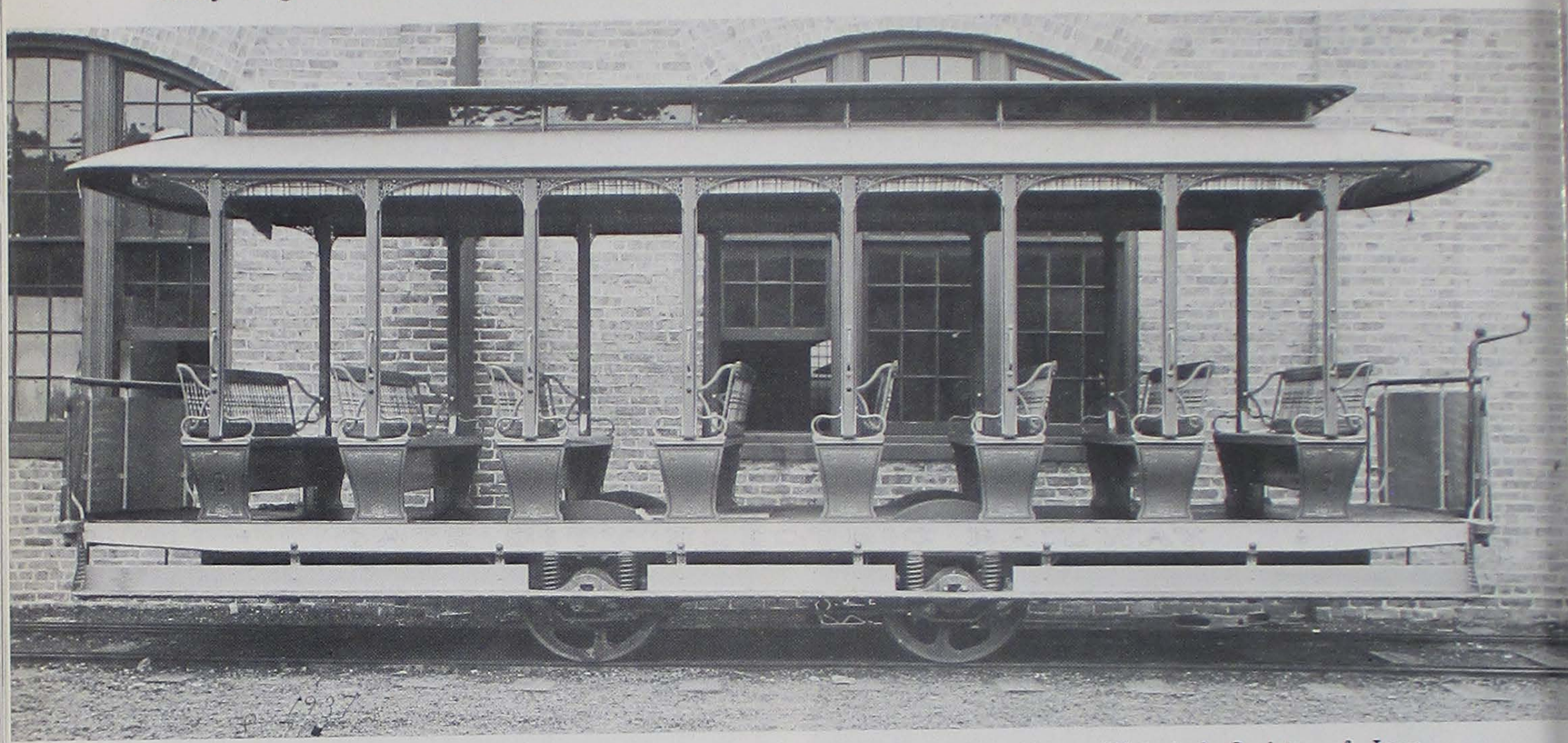
Old-timers recall that motormen on the interurban offered a touch of personal service by delivering rolled up copies of the evening newspaper, tossing them from the platform through the open door of the moving car toward the subscriber's front door.

After World War I, it was necessary to

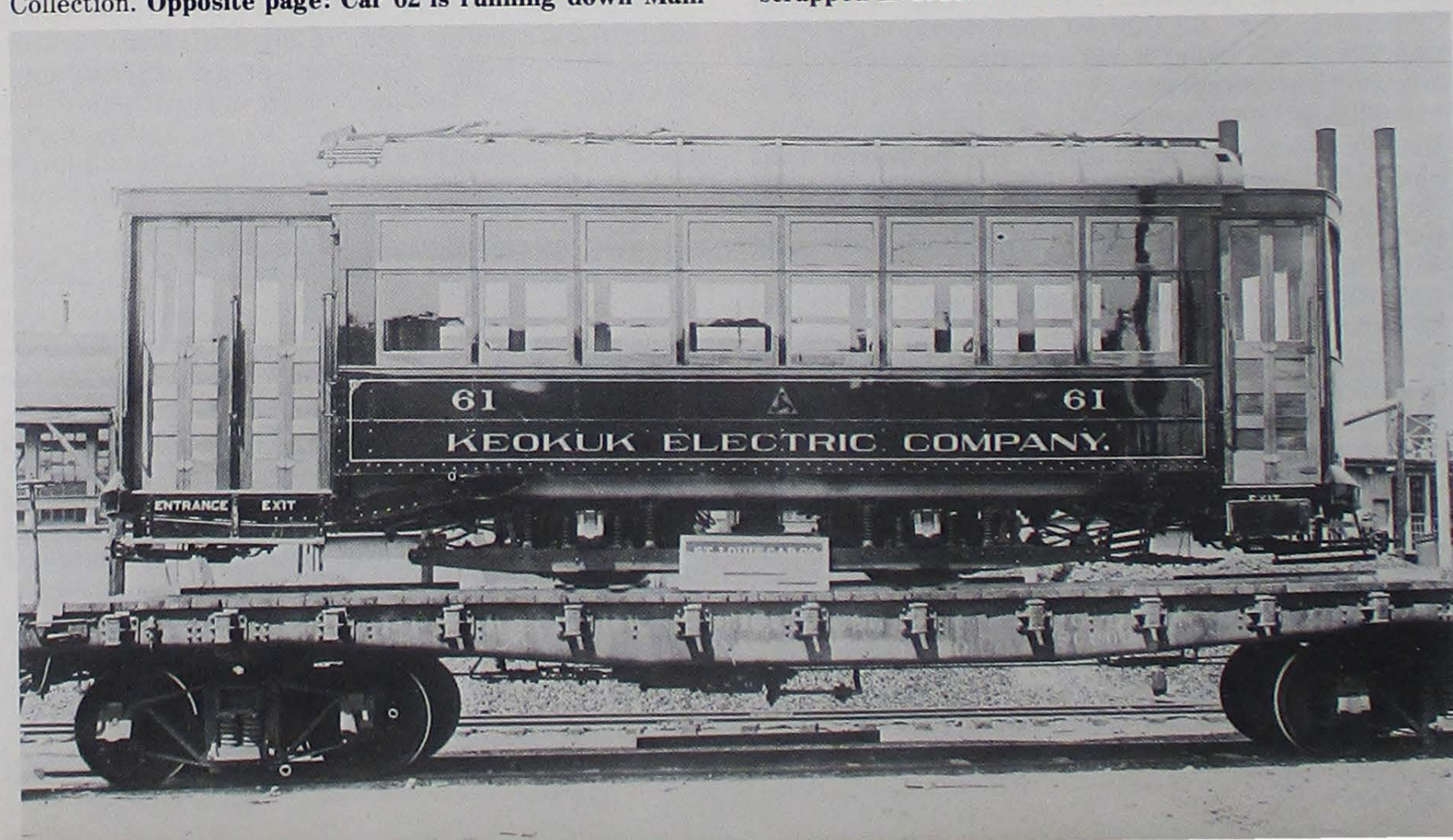
increase the fare to Hamilton to 15¢ and the Warsaw fare to 20¢. The local Keokuk fares went from 5¢ to 7¢. A report for 1921 shows that cars of the system operated a total of 319,833 miles. One line, the Park-Cemetery line accounted for 194,982 miles. The Keokuk-Warsaw interurban cars made a total of 50,644 miles, the balance provided by other Keokuk lines and the Hamilton Shuttle.

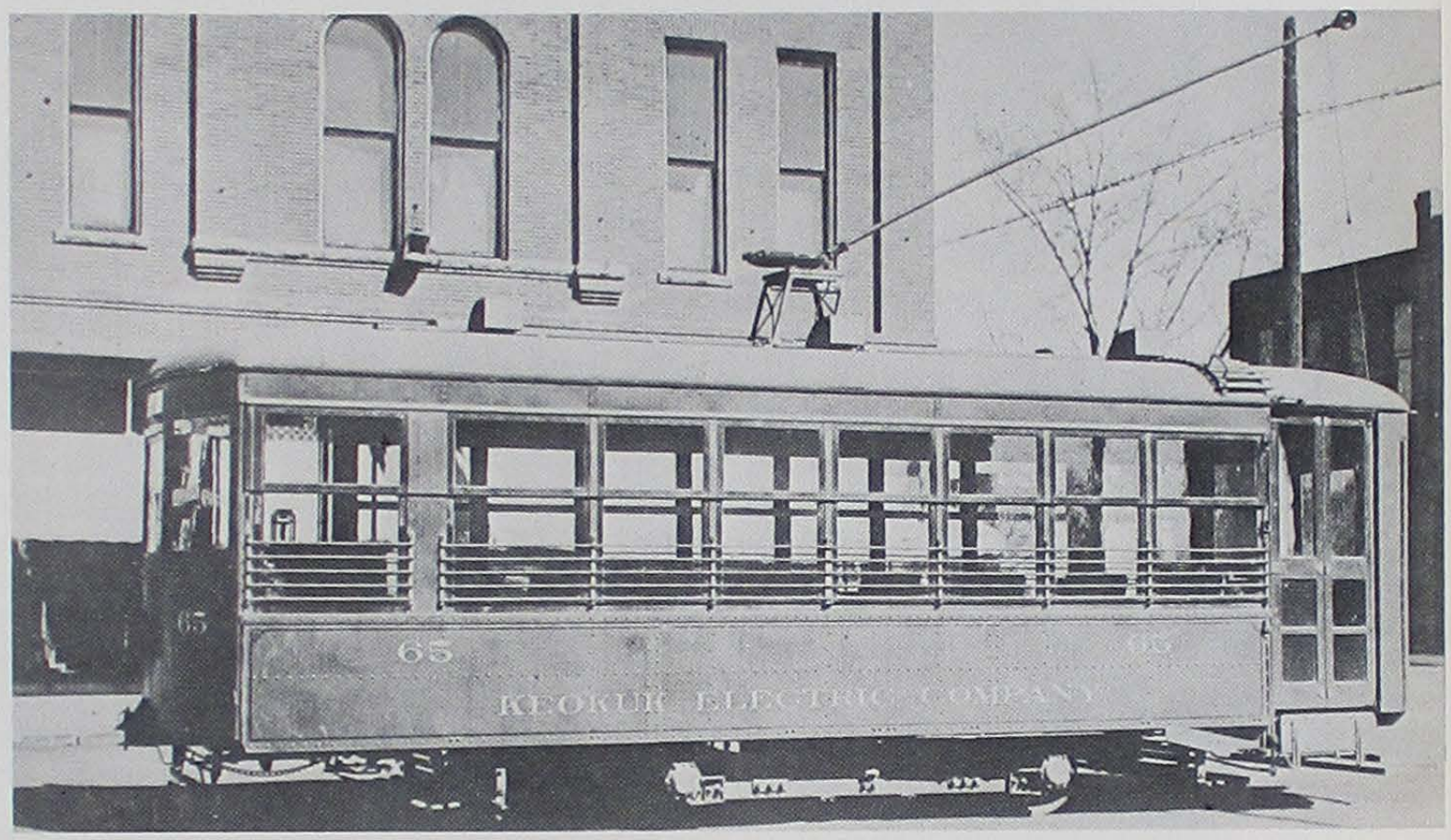
By 1928, the Keokuk Electric Company was ready to get out of the transportation business and made arrangements with other interests to run buses. On the evening of May 15, 1928 the Keokuk Lions Club, following a supper, toured the city in the new replacement buses, then made a final ride on the local cars and topped the evening with a moonlight ride on the interurban to Warsaw and back.

Stone & Webster-type car 103 was sold to the Toledo & Indiana Railroad. When that road was abandoned, 103 was again sold, this time to Atlanta Northern Railway in Georgia.

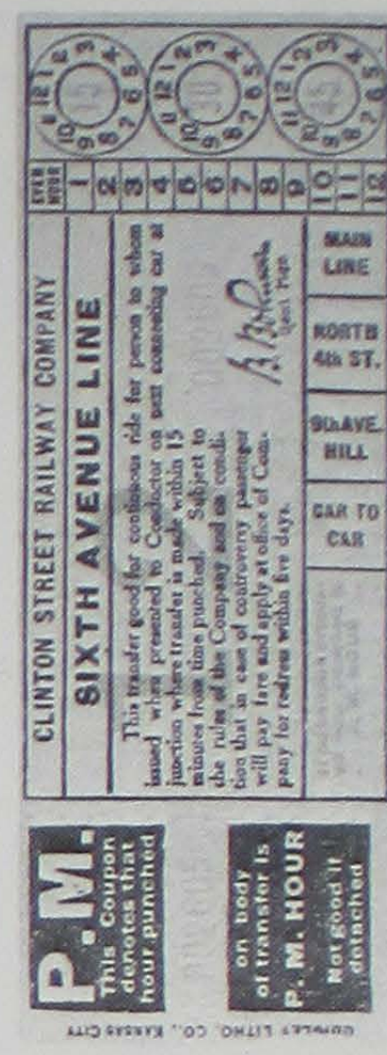


Among the early cars in Keokuk were two open cars shipped by Pullman in 1892. George Krambles Collection. **Car 61 is representative of the three cars shipped by St. Louis Car Co. on April 12, 1912.** William C. Janssen Collection. **Opposite page: Car 62 is running down Main Street in 1914.** State Historical Society of Iowa Collection. **The variety of the passenger equipment was enhanced by 65. Built in 1916 this car was the only Birney. However, the car was short-lived as it was scrapped in 1928.** William C. Janssen Collection.





At one time it was possible to cross the Mississippi River by streetcar or interurban at many places. In 1974 only a partial crossing exists. The Union Electric Co. operates a work motor between its midstream power plant near Keokuk and Hamilton, Illinois. American Car Company delivered this 43-foot work motor in 1917. It is equipped with 4-GE 203P motors and K35 control. This line is the umbilical cord of the powerhouse and the motor is kept in constant use shuttling men and supplies. The motor is in excellent condition as it is stored inside the powerhouse which generates current for Keokuk and St. Louis. James D. Johnson photo.



CLINTON STREET RAILWAY

The story of the Clinton Street Railway begins in the town of Lyons, which was directly north of Clinton. In 1895 it was merged into the larger city. In 1869 the Lyons Horse Railway Company was granted a franchise to build an animal powered line to haul only passengers and baggage and at a fare of ten cents. Promoters also secured a grant from the city of Clinton. The first narrow-gauge horsecar operated between Lyons and the Chicago and North Western Depot in Clinton on December 6, 1869. The next summer an extension further south into Clinton resulted in a four and three-quarter mile line.

On December 16, 1878 C. Lamb & Sons (a Clinton Lumber mill firm) was granted permission to build and operate a narrow-gauge horsecar line. They built some street railway trackage, but identity of the Lamb lines has been lost.

The Clinton & Lyons Horse Railway Company came into being March 11, 1889 as a consolidation of the two previous horsecar operators. New lines were constructed and by 1891 the company reported 10 miles of track, 24 cars, and 60 animals (horses and mules).

On December 1, 1890 permission was granted to the Baldwin Electric Company to operate an electric or cable street railway in Clinton. Three weeks later the same rights were given to the State Electric Company as successor to the Baldwin Company. Electric streetcar lines were constructed and operated in competition with the horsecars. The horsecar lines were soon acquired by State and converted to standard gauge and electrified.

About 1903 or 1904 the system was acquired by other interests and reorganized as the Clinton Street Railway Company. The lines were relaid with heavier rail and some new cars were acquired. In 1908 the company benefited from a successful vote on the matter of its franchise. Some additional line was constructed, the last extension being the 9th Avenue line in 1912. New single-truck, "stepped roof" (in the manner of Stone & Webster designs) cars were purchased in 1913 from St. Louis Car Company. These cars were used on the Main line. Two-man operation was replaced by one-man about the time of World War I.

The system remained intact until the mid-1920's. Then the south end of the Main line was abandoned due to street construction. Then the connection between the North Branch and the 4th Avenue line was severed. And in the late 1920's, the line north of Main Avenue to Eagle Point Park was abandoned after the Clinton Board of Park Commissioners paved the road into the park for private automobiles.

One former operator of the 1930's recalls that the Main line and South Branch had the heaviest patronage. Operators did not like either the North Branch or the 9th Avenue lines because they were hilly and provided little opportunity to "wind-'em-up" and do some fast running. The South Branch line was the favorite as it gave ample opportunity for fast running, especially on the outer reaches of the line where the Clinton, Davenport & Muscatine trackage on private right-of-way was used. On account of the joint streetcar - interurban operation which had prevailed since the interurban was opened in 1904, the line was block signalled all the way downtown. This often resulted in a contest to see who could get the "block" first.

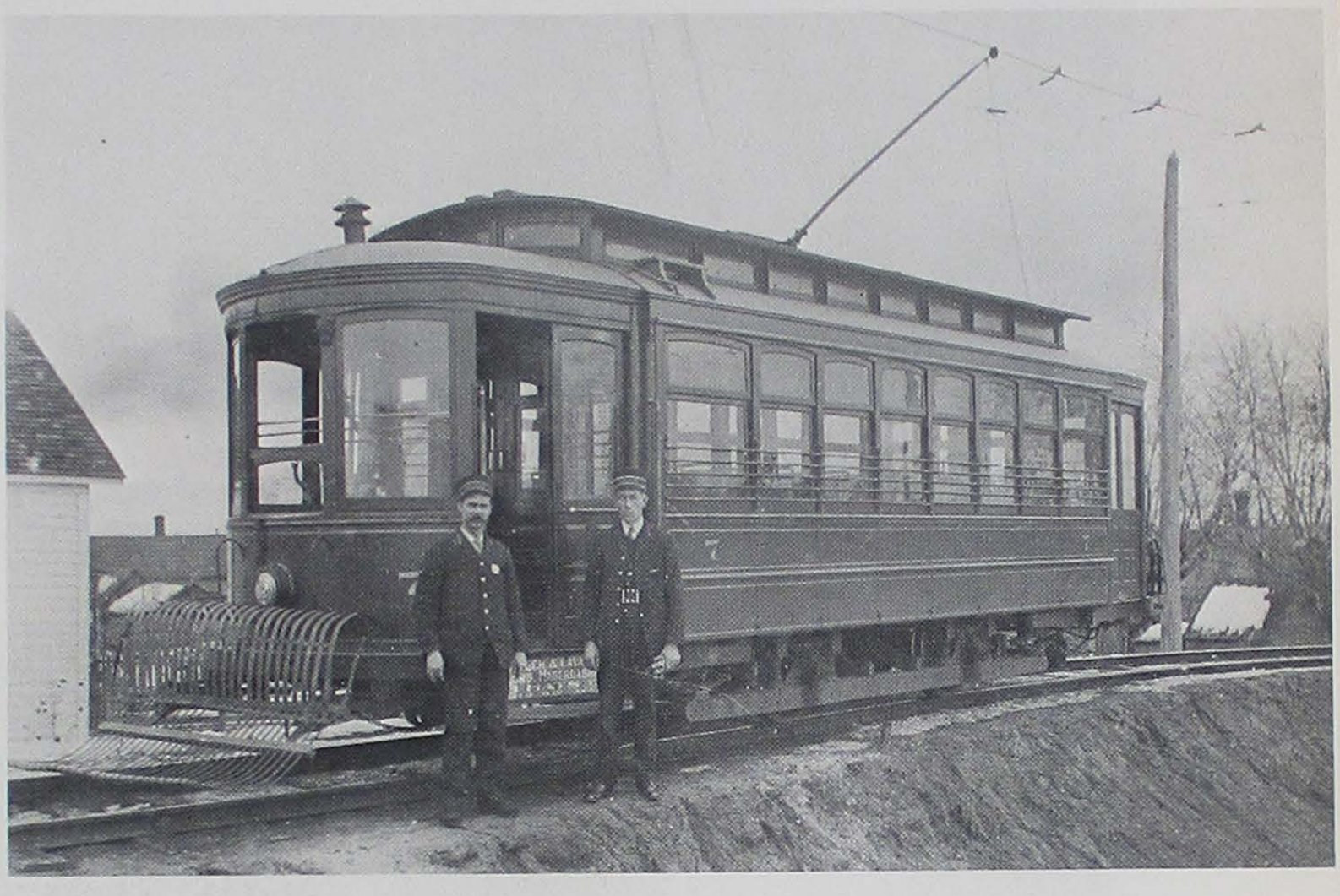
About 1934 the schedule and requirements were:

CAR LINE	CARS	HEADWAY
Main	5 cars (#12, 14, 24,25, 28)	9 minute
9th Avenue	1 car (#6)	30 minute
North Branch	1 car (#10)	30 minute
South Branch	1 car (#8)	30 minute

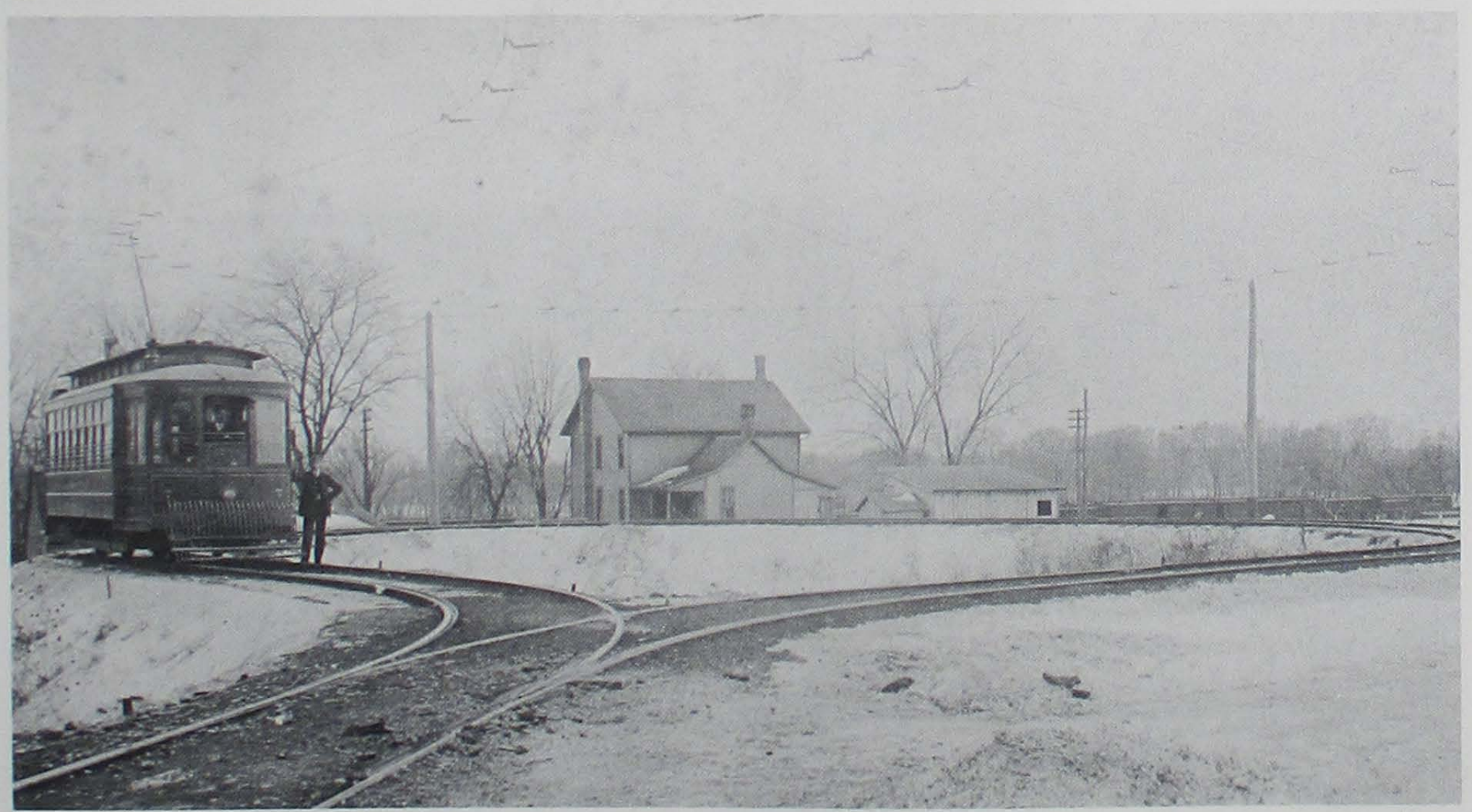
One additional car made several rush hour trips on the Main line. Car #27 was used to make hourly owl trips on the Main line. This was probably supported by C&NW trainmen going to and from the Clinton Yard before or after their runs.

During the 1930's buses began to make their appearance and the lines were gradually converted. Final streetcar operation occurred on May 25, 1937. Trackage was left to permit the CD&M interurbans to reach their downtown station until they were abandoned in 1940. Private ownership of the bus company continued until August 31, 1973. On the following day the city took over the operations.

Opposite page: In 1900 an open car passes between the Wilke Coal Co. on the left and the Rand Bank on the right in what was then the town of Lyons. Shortly thereafter Lyons became an integral part of Clinton. P.A. Chadorne Collection from Robert Janz.



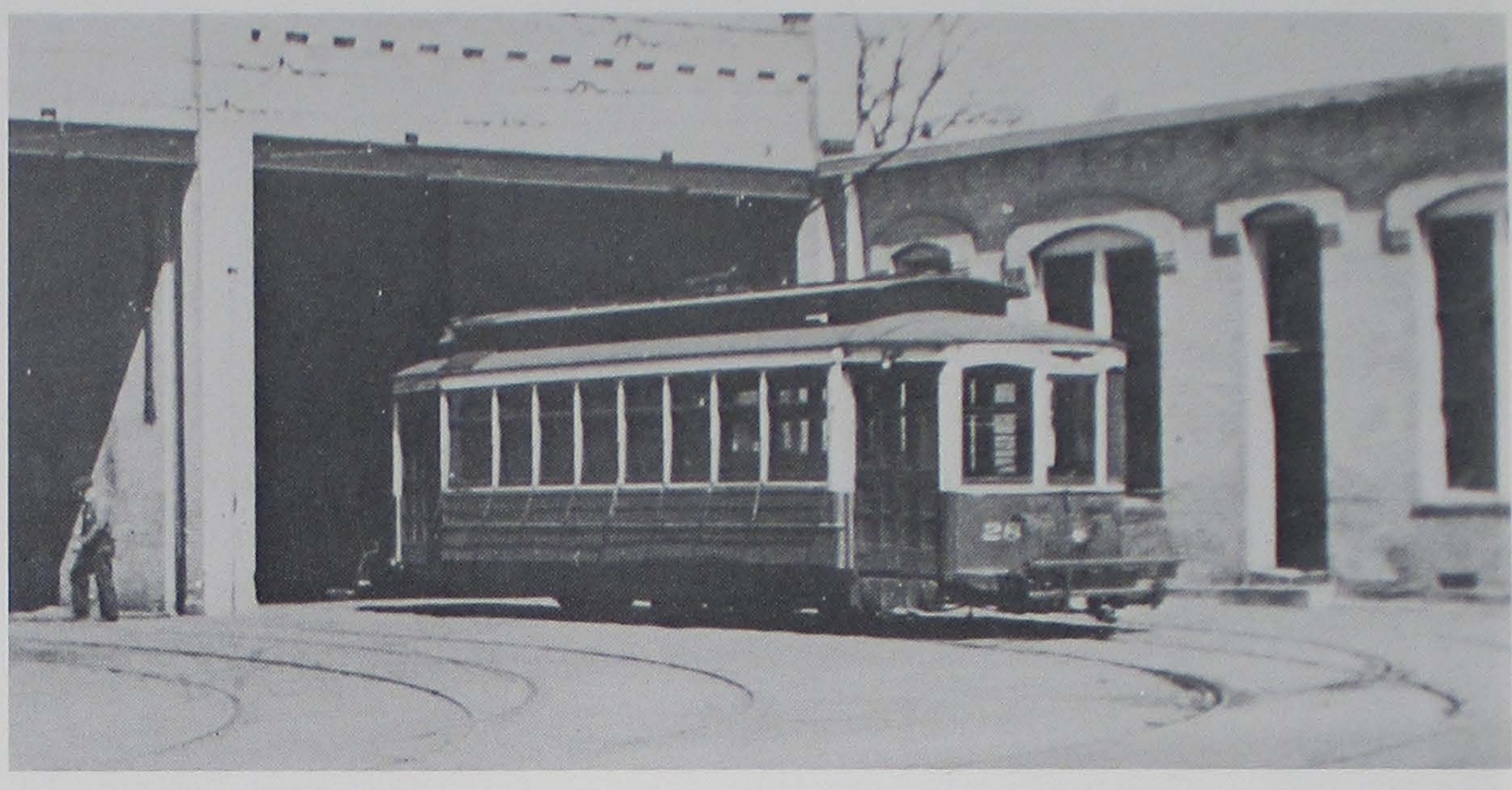
Two views of car 7 taken in 1911 on the 14th Street loop. These cars were built in 1902 and served until the end of service in 1937. The detail of the car can be studied in adjacent photo. Motorman E.R. Ults and Conductor Julius Pierce stand proudly with their charge. Clinton Herald photo. **In the background of this area view are the yards of the C&NW, one of the major employers in Clinton. The Northwestern also has a shop in this city.** R.J. Isenhart Collection from E.R. Ults.



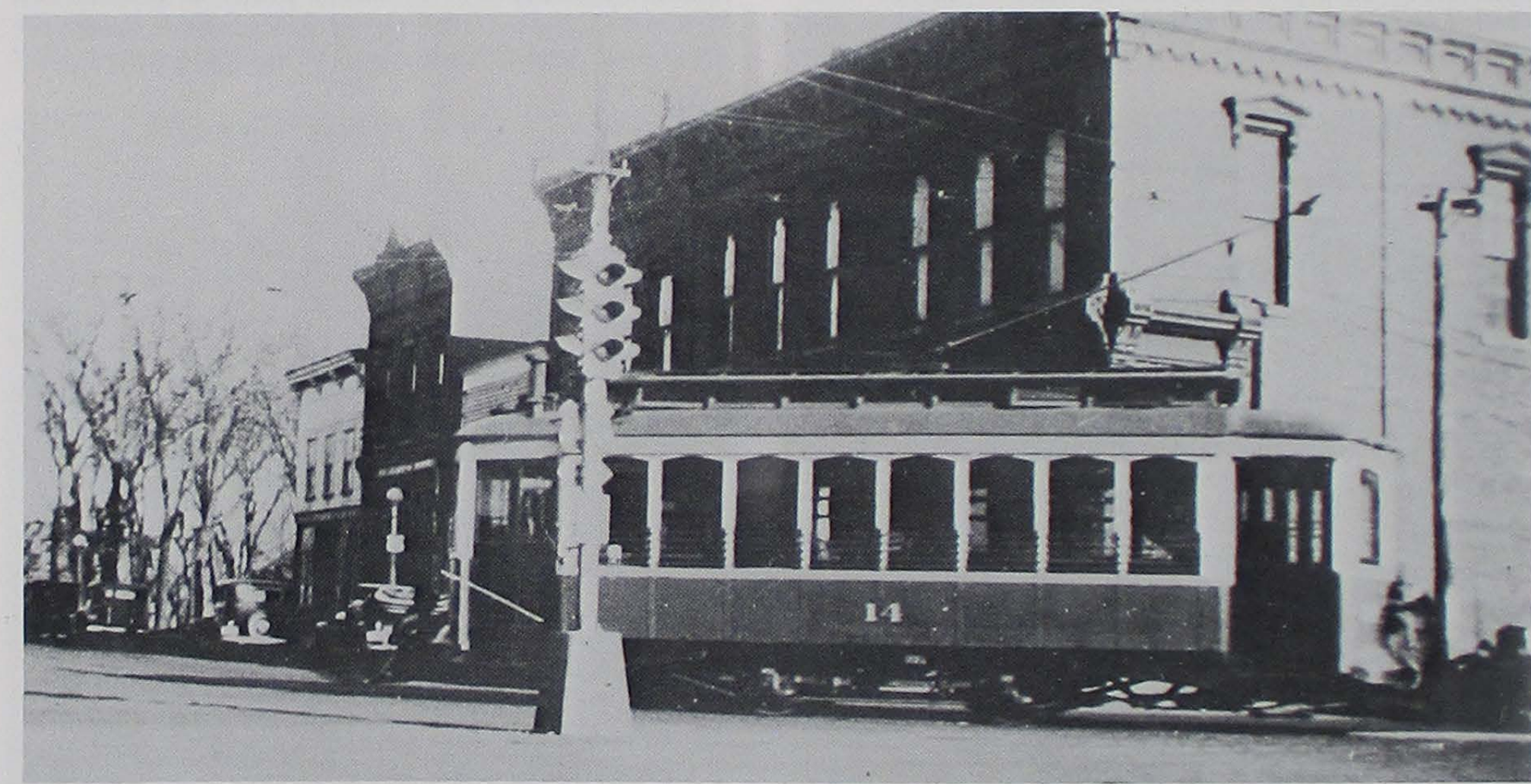
Construction methods in the early 1900's are quite unlike those used today. A track reconstruction project was in process at 2nd Street and 6th Avenue South. Fortunately a photographer saw fit to record the scene for history. The view above looks to the north while the view below looks south. Both photos R.J. Isenhart Collection.

This roster shot of equipment and employees at the Clinton carbarn predates 1905 as cars 18 and 19 were believed to have been scrapped by them. Both photos R.J. Isenhart Collection.

At the foot of 6th Avenue South is the Mississippi River. This intersection was the focal point of operation in downtown Clinton as all streetcar lines and the interurban (CD&M) to Davenport crossed here.



Car 28 is one of the 1902 products of St. Louis Car which were originally numbered in the 1-7 series. These cars were the work horses of the fleet. Both photos James L. Jones Collection.



ALBIA INTERURBAN RAILWAY
THE ALBIA LIGHT & RAILWAY COMPANY

Consideration of an interurban railway was prompted by the lack of an efficient transportation system for the coal mining industry in the Albia area. By 1909 there were twenty mines within an eleven mile radius of town. These mines employed nearly 3600 men, most of whom needed transportation to and from work. The Wapello Coal Company, an affiliate of the Chicago, Burlington & Quincy Railroad, had a mine at Hiteman, northwest of Albia. A CB&Q branch, built in the 1890's, provided only poor passenger service between these two towns. In Hocking, a few miles south of Albia, the Iowa Central Railway also owned a mine, the Hocking Coal Company. Here too, local passenger service on the steam road was inadequate.

Albia businessmen, backed by Eastern capital, saw the possibility for electric railway service. An "interurban madness" ran through the area. People wore buttons with the legend: "I'm for the Albia Interurban - Are you?" Most of the button wearers were, however, in no

financial position to buy stock in the Albia Interurban Railway which was incorporated during the excitement.

Funds were secured, the railway built, and service began on December 18, 1907. A city line operated between the CB&Q depot and the Wabash and Minneapolis & St. Louis depots via downtown Albia. The two rural "interurban" lines extended to Hiteman and Hocking. The Hiteman line was physically isolated from the city line and from the Hocking line as it terminated on the north side of the CB&Q tracks, across from the depot. It remained isolated until an underpass was constructed under the CB&Q mainline and trackage was installed on North Main Street around 1910. Original rolling stock consisted of second-hand single-truck cars. Details of the original carbarn and power supply are not known.

Service on the interurban lines to Hiteman and Hocking was on hourly headways from 6:00 AM until 10:00 PM. For a number of years package express was carried for the Adams Express Company. The railway also built "Interurban Park" on the Hocking line for amusement of patrons, and more importantly, revenue. In 1910 a new brick powerhouse and a brick carbarn were built just a short distance from the Public Square in Albia.

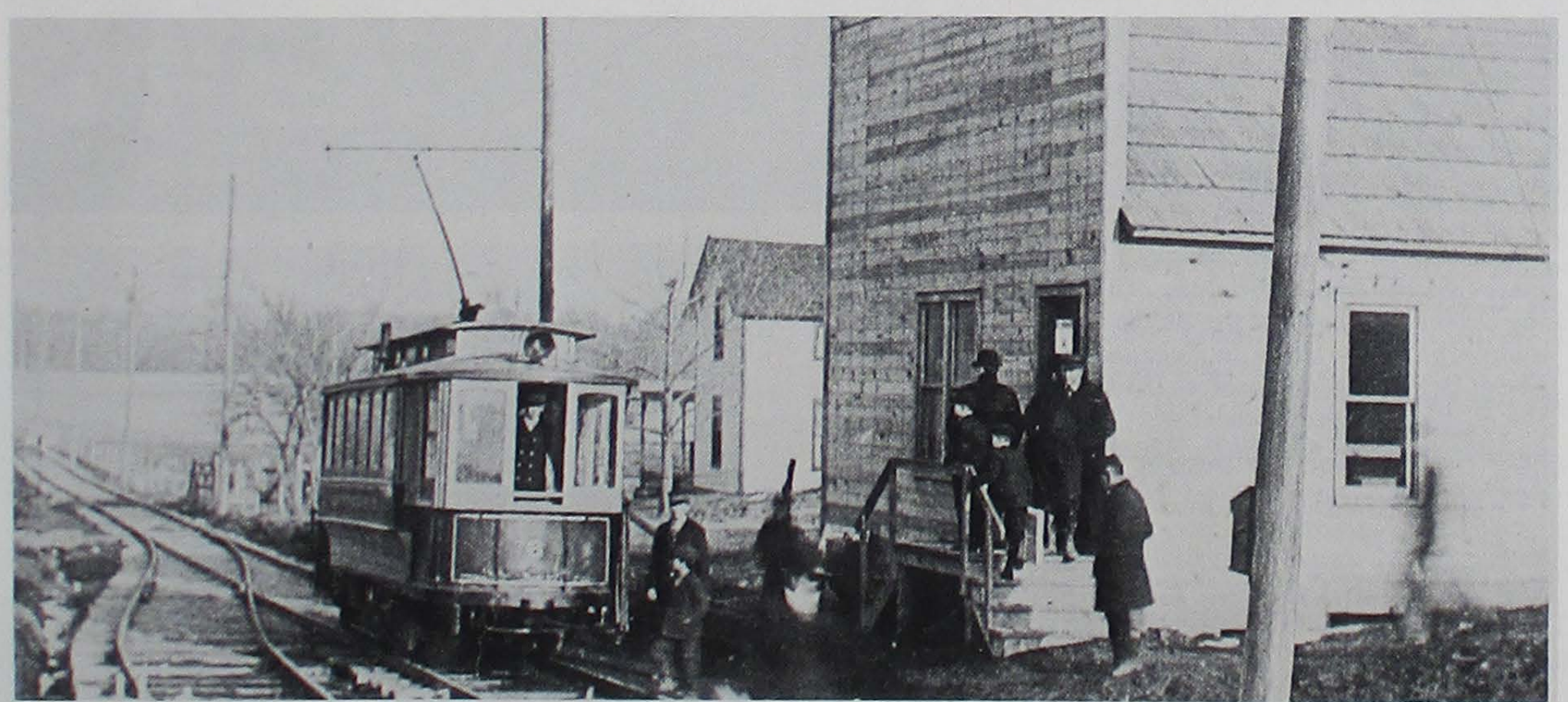
Beginning in 1914 a number of interesting developments took place. The Centerville, Albia and Southern Railway began operating electric interurban service between Centerville and Albia. Upon reaching Albia, CA&S cars used tracks of the local company between the Wabash and M&StL depots and the CB&Q depot. During 1914 and 1915 unsettled labor conditions in the area mines caused a noticeable reduction in riding and the CA&S was unable to pay its creditors. In June 1916 the road was reorganized as part of the Albia Light and Railway Company. The new company provided comprehensive utility service to the Albia area.

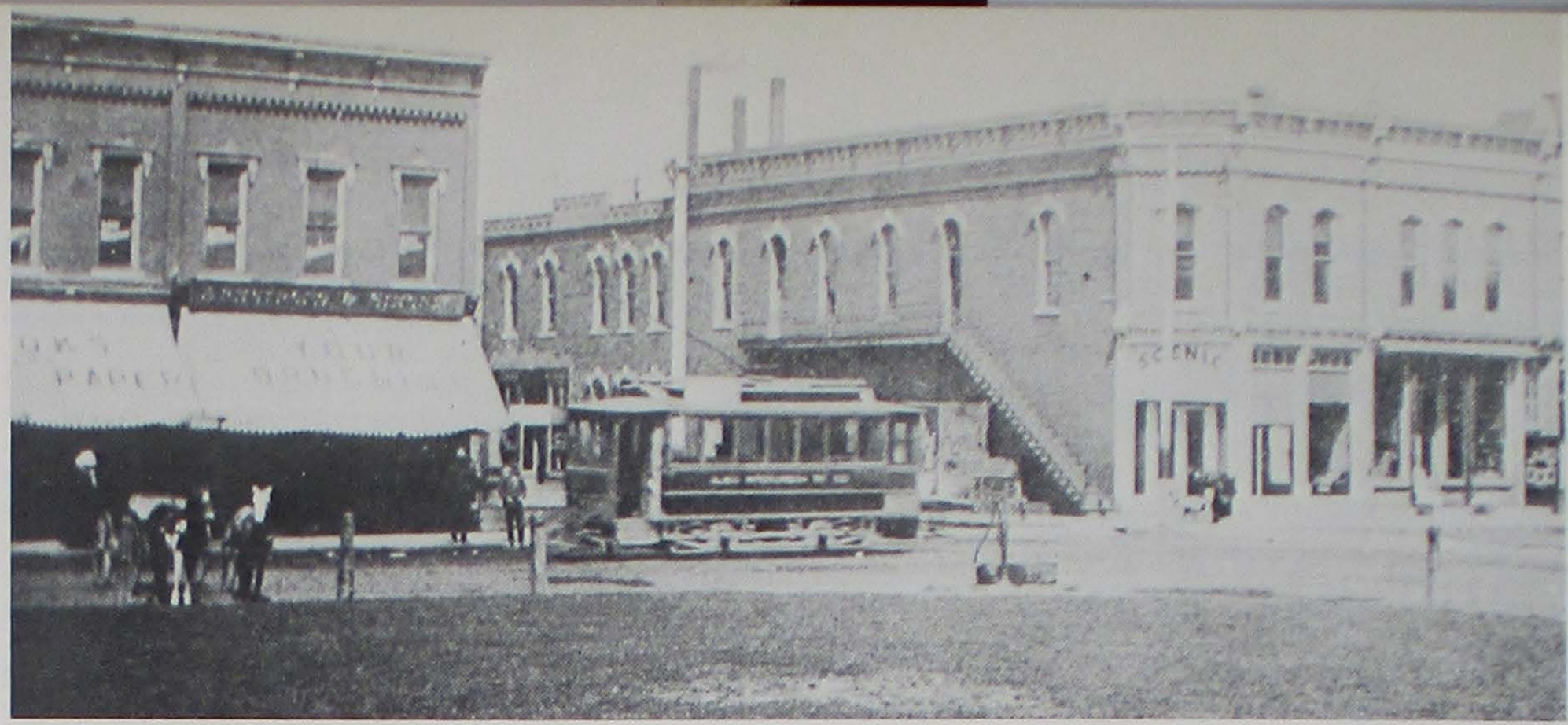
In addition to the interurban passenger routes, there existed a short branch from the Hiteman station to the Wapello Coal Company (CB&Q) branch. A coal loading facility was located at the end of this branch to transfer coal from railroad hopper cars into the company's coal motor. The branch ran directly into the powerhouse so that the coal could be dumped near the stokers.

The decline of mining activity in the area after World War I along with increased use of the private automobile made the electric railway service increasingly unprofitable. City operations in Albia were suspended in 1922. The Hiteman line was abandoned in June, 1924. The Hocking line survived into 1925 when it too was abandoned. After abandonment the trackage within Albia was used by ISU's interurbans from Centerville until they also discontinued passenger service in 1933. Even so, the last rails were not torn out of Albia's streets until the 1940's. Upon abandonment in 1925, line car 1 was sold to ISU at Centerville. Car 12 was moved to ISU tracks at the east edge of Albia where it sat, incredibly, until about 1950 when it was finally scrapped. Just why this car survived so long is not clear at this late date.

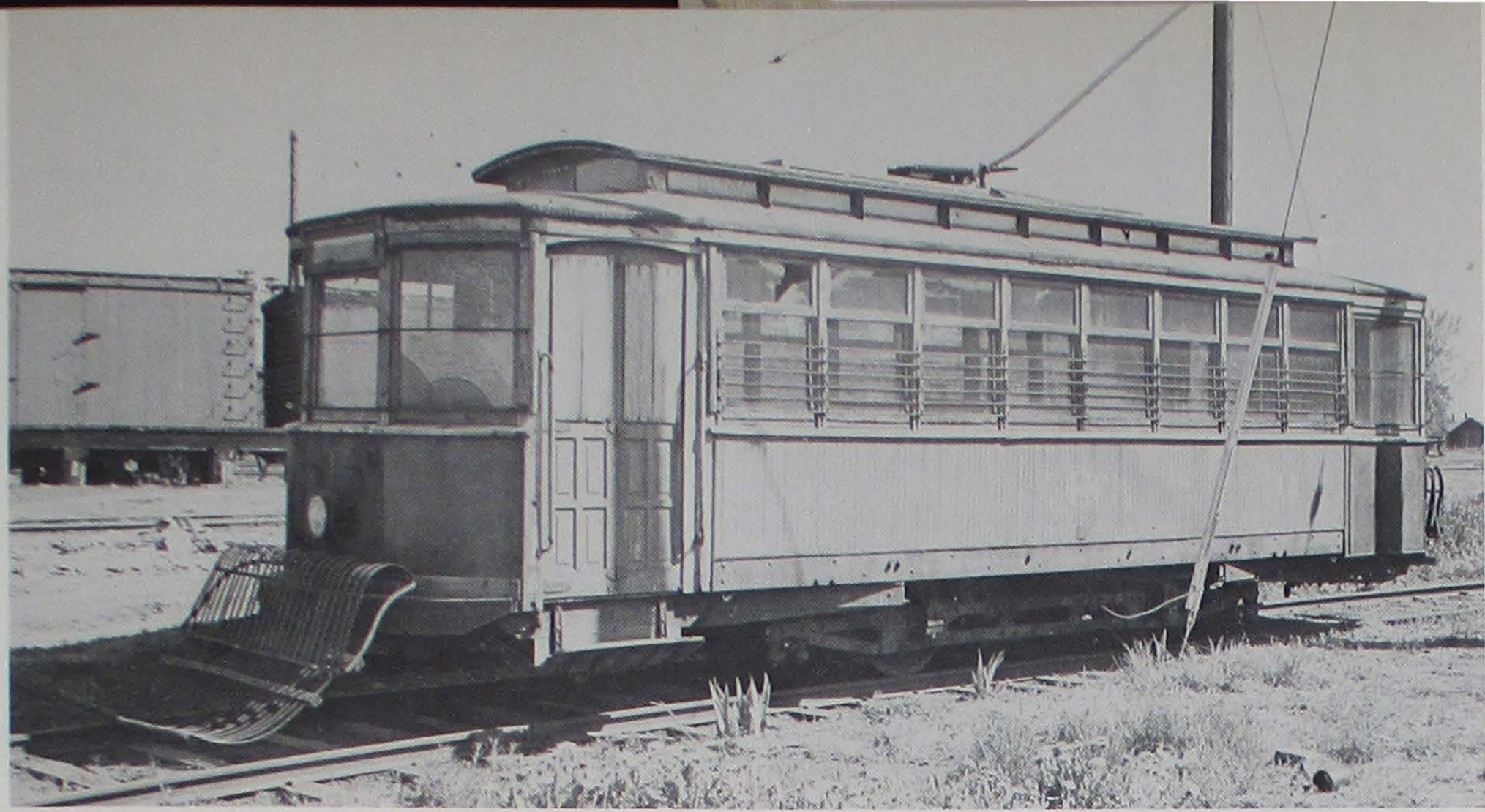
In 1974 the Albia Light & Railway Company continues to provide electric service to the Albia area. The "Railway" in the corporate name has been an anachronism for nearly fifty years. The powerhouse and carbarn built in 1910 still stands. Two former Albia cars exist in museums: line car 1 at Olmsted Falls, Ohio and car 9 at Mt. Pleasant, Iowa.

Car 6 of the Albia Interurban Railway is at the Hiteman terminal in December 1908. H. Roger Grant Collection.





Cars of the Albia Interurban are photographed at various places on the line to Hiteman. The top photo is taken at the northeast corner of the public square, circa 1916. The middle photo is taken in February, 1911 on the Cedar Creek Bridge on mile east of Hiteman. Both photos from the H. Roger Grant Collection. **Car 1 is photographed in downtown Albia.** James P. Shuman Collection.



Though the Albia lines ceased passenger service in 1925 Car 12 survived until the 1950's. This particular photograph was taken in the 1930's. Robert J. Levis Collection.

INDEPENDENCE & RUSH PARK STREET RAILWAY COMPANY

According to the 1900 United States Census, Independence, Iowa, located about 25 miles east of Waterloo, and on the Wapsipinicon River, boasted a population of 3,600. Undoubtedly it was one of the smallest communities in the United States to have an electric street railway. Even in those pre-automobile days, small communities could not support a street railway solely on traffic generated by residents travelling to and from work or shopping.

Just west of town in the 1890's was a kite-shaped race track, Rush Park. The track was known throughout the country and the races drew huge crowds. The street railway was planned primarily to carry the racing spectators.

In February 1890 citizens of Independence, including Mr. Charles W. Williams, owner of the track, incorporated the Independence & Rush Park Railway Company to build and operate a "horse power or electric power railway." The charter gave the company a 20-year life. At some later date the corporate name became the Independence & Rush Park Street Railway Company.

Construction did not begin until May 16, 1892. By that time, electric power had been chosen and a contract awarded to G. A. Mayo of Rockford, Illinois, whose firm did the work. A single-track line from the Illinois Central depot to Rush Park and adjacent Fairview Park (a picnic ground) was completed August 21, 1892. Contractor Mayo was at the controls of a three-car train that ran to mark the completion of the line. Revenue service started on the 22nd.

The schedule was maintained by two closed motor cars and two open trailers, all single truck units. At least one closed motor was added later. There is an unconfirmed report that the roster reached a peak of six motors and three trailers. A single-truck flat car, a platform for overhead work and a snow plow to attach to one of the streetcars constituted the work equipment.

Operations were directed from a carbarn and powerhouse located in downtown Independence, behind the Gedney Hotel (another Charles W. Williams enterprise). Coal for the powerhouse was hand-shoveled from a railroad car into the freight trailer right at the Chatham Street IC crossing.

In 1893, the line was extended, on private right-of-way, south from Fairview Park to the State Hospital. The panic of 1893 caused a decline in interest in racing at Rush Park. C. W. Williams moved to Galesburg, Illinois, in 1894 and continued his racing activities there. Local interests tried to keep up the Rush Park racing program, but without Mr. Williams' direction things were never the same.

By 1904, Rush Park was only a pasture and racing was only a memory. Unfortunately, the success, even the existence, of the street railway depended on racing at Rush Park. Regular streetcar operation was discontinued during the winter of 1904-05 and resumed later only on an intermittent basis. The final blow to the line was delivered by a paving project in 1907. Faced with a $15,000 paving assessment, which it was unable to pay, the company surrendered its franchise on August 14, 1907. This was just a week short of 15 years after the first car ran and well within the 20-year limit of its charter.

The cars were stored in the barn in hopes that operation could be resumed. A few years later they were scrapped, however, and the rails torn up. Some car bodies were salvaged for sheds. The dam across the Wapsipinicon River is reputedly reinforced with old streetcar rails. If this is so, it is the only trace of the streetcar line around Independence.

Operations of this short line are well documented photographically. This series of pictures was taken in Independence. Top: Car 7 and its crew pose in front of the Gedney Hotel. Middle: A car is heading west on Main Street after turning off of 2nd Avenue NE. The terminal in Independence was at the Illinois Central Depot. Both photos Buchan County Historical Society. **Bottom: A car is sitting on the carbarn lead just off of 2nd Avenue NE alongside the Gedney Hotel.** Charles V. Hess Collection from Robert J. Levis. All photos date from circa 1900.

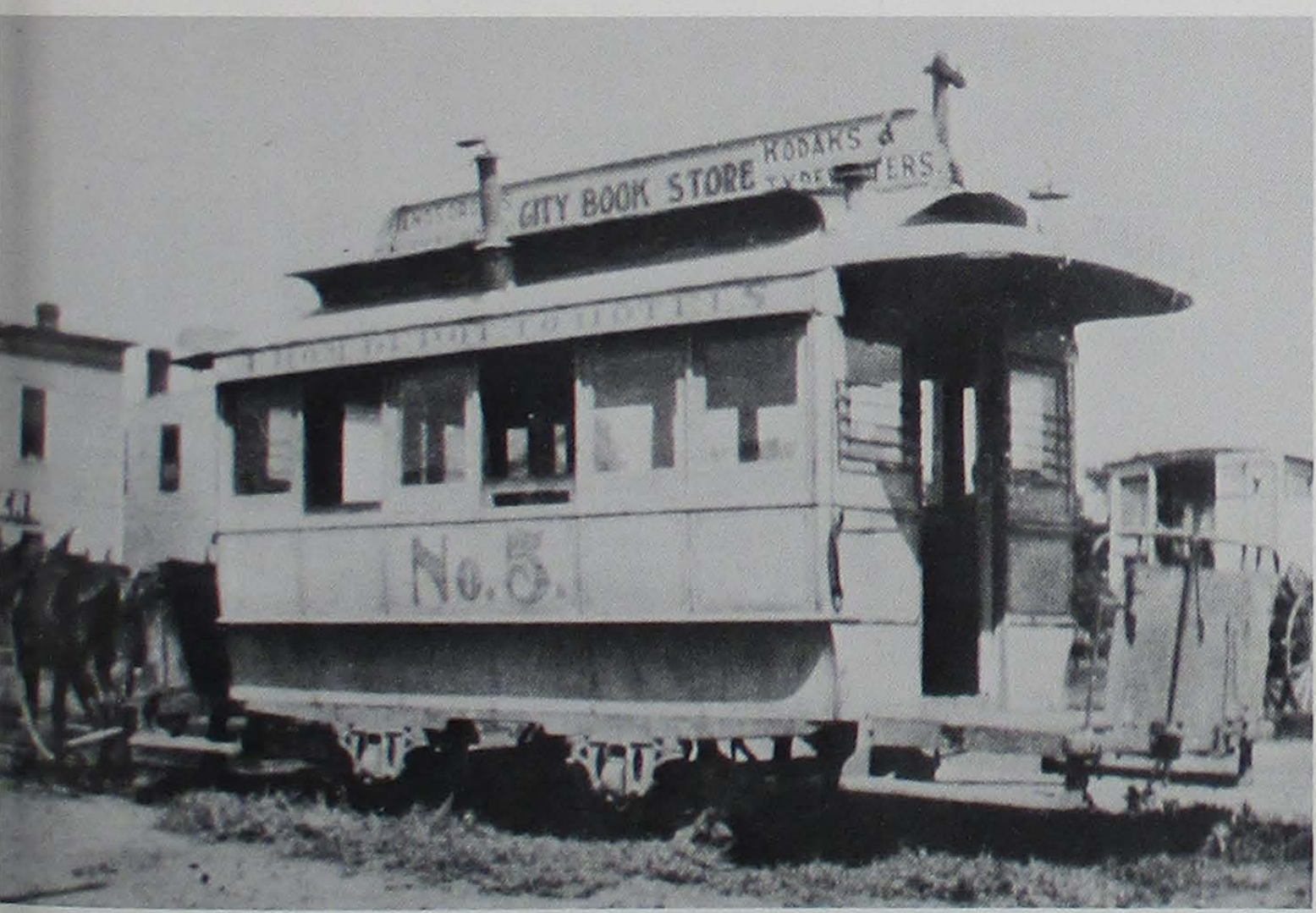
Considering the state of photographic technology in 1900 this is a most incredible photograph. Main Street is empty but for a lonely streetcar treading carefully on its eastbound journey. This is a classic picutre of early trolley operations in an Iowa winter. Charles Raffauf Collection.

RED OAK

Red Oak, with an 1890 population of about 2,000, was one of the smallest of Iowa towns to have a municipal railway company. The Red Oak Street Railway was incorporated on November 30, 1881 with thirteen stockholders. Between $5,000 and $10,000 was invested and operations commenced over two miles of track in April 1882. Six mule-hauled cars were used in maintaining a fifteen minute schedule. With a 5¢ fare, receipts for the first month totalled $147. In 1896 the company reported total receipts of only $2,000, against which it had minuscule operating expenses of $300 and taxes of $35!

No dividends were paid and in 1886 control of the company went to a Marcus Bonham. He discontinued regular schedules, but did manage to have the cars meet all the CB&Q trains at the depot.

In 1901 the organization again changed ownership, but was soon faced with cost sharing of a street paving scheme. The company was unable to meets its share and operations were discontinued that year.



One of the six cars used in Red Oak awaits its passengers. Note the reference to "Kodaks" in the advertising sign. Bernard G. Corbin Collection.

For Reference
Not to be taken
from this library

Cedar
Valley
Road

The Cedar Valley Road

WATERLOO, CEDAR FALLS
AND NORTHERN

PROLOG

From humble roots as a Waterloo horsecar line the Waterloo, Cedar Falls & Northern became one of Iowa's largest and finest interurbans. The company constructed lines eight miles west to Cedar Falls, 21 miles north to Waverly and 60 miles southeast to Cedar Rapids. However the company's real strength came from its excellent beltline serving Waterloo's industrial areas.

Most of the railroad, and especially the Cedar Rapids line, was built to steam railroad standards. Highly acclaimed for its excellent standards of operation and solicitation of freight traffic, the railroad soon earned the reputation of being "a steam railroad with a trolley wire over it". The line was commonly known as the "Cedar Valley Road". This trademark came from a publicity slogan which was adopted on February 10, 1910.

The road, undoubtedly because of its significant freight operations, was one of the few interurbans placed under control of the United States Railroad Administration during World War I. Following this period of control, the road was "run-down" and in a precarious financial position. In 1923, Louis S. Cass, one of the Three Cass brothers who were instrumental in the operation of the line, stepped down as president. C. M. Cheney operated the company for the protective committee of first mortgage bondholders until the bonds became due in 1940. At that time the first reorganization took place and Cheney was named the receiver. The company was reorganized out of bankruptcy in 1944 and Cheney was appointed president. In its entire history as an interurban the company had but two chief executive officers — Louis Cass and C. M. Cheney.

WATERLOO CITY SERVICE

Horsecars of the Waterloo Street Railway Company began providing service in the fall of 1885. Three-foot gauge tracks extended from the Illinois Central Railroad depot near East 4th and Dane Streets to the Burlington, Cedar Rapids and Northern (later Rock Island) depot. The line was single-track except for a passing track across the Cedar River bridge. The carbarn and stable was located near 4th and Dane Streets. About 1891 the IC depot was moved to the downtown area resulting in a substantial loss of riders north of there. Thereafter the cars operated only infrequently; in fact, winter storms would keep the cars off the streets for days.

Louis S. Cass led the group of promoters who, in 1895, formed the Waterloo & Cedar Falls Rapid Transit Company to acquire the Waterloo Street Railway Company. In May 1896 horsecar operations were suspended and work began on new standard-gauge tracks. A new carbarn was located on Dane just west of 4th Street. The powerhouse was built in west Waterloo.

Originally the electrified line extended from Cedar River Park to downtown Waterloo. Soon afterward a line opened across the Cedar River to Elmwood Cemetery. Service was provided by three open cars for summer use and two closed cars for winter use, all Pullman-built.

The trackage to the Elmwood Cemetery gates was abandoned in 1899 when construction out West 3rd Street extended the line to a residential development called Home Park. Around 1900 the Independence line was constructed on the city's east side to Independence Avenue and the IC mainline.

On September 25, 1907 fire destroyed the Dane Street carbarn, two interurban cars and six city cars. The loss of the interurban cars was not nearly as severe as the loss of the six city cars. Prompt arrangements were made to obtain four city cars from Des Moines which were used until the new cars arrived. Construction of a new carbarn began immediately. In 1908 the 40-class closed cars and the 60-class open cars were delivered. There were 30 carbodies, 15 in each class, but only 15 trucks altogether. The body "in season" would be mounted on a truck, ready for service, while the "out-of-season" body was stored.

Starting in 1908, a number of new lines were added. The west side line continued further out 9th Street terminating at Hammond and Forest Avenues. A line was opened from Park and Jefferson through the Westfield area to the

The first mode of public transportation in Waterloo was the horsecar. This horsecar of the Waterloo Street Railway is at 4th and Lafayette Streets in downtown Waterloo around 1890. Robert J. Levis Collection.

Cedar Falls line at Electric Park, including a spur to the company-owned powerhouse. The Independence line was extended across the IC tracks and became known as the Highland line. During 1909 the Litchfield and Cottage lines opened.

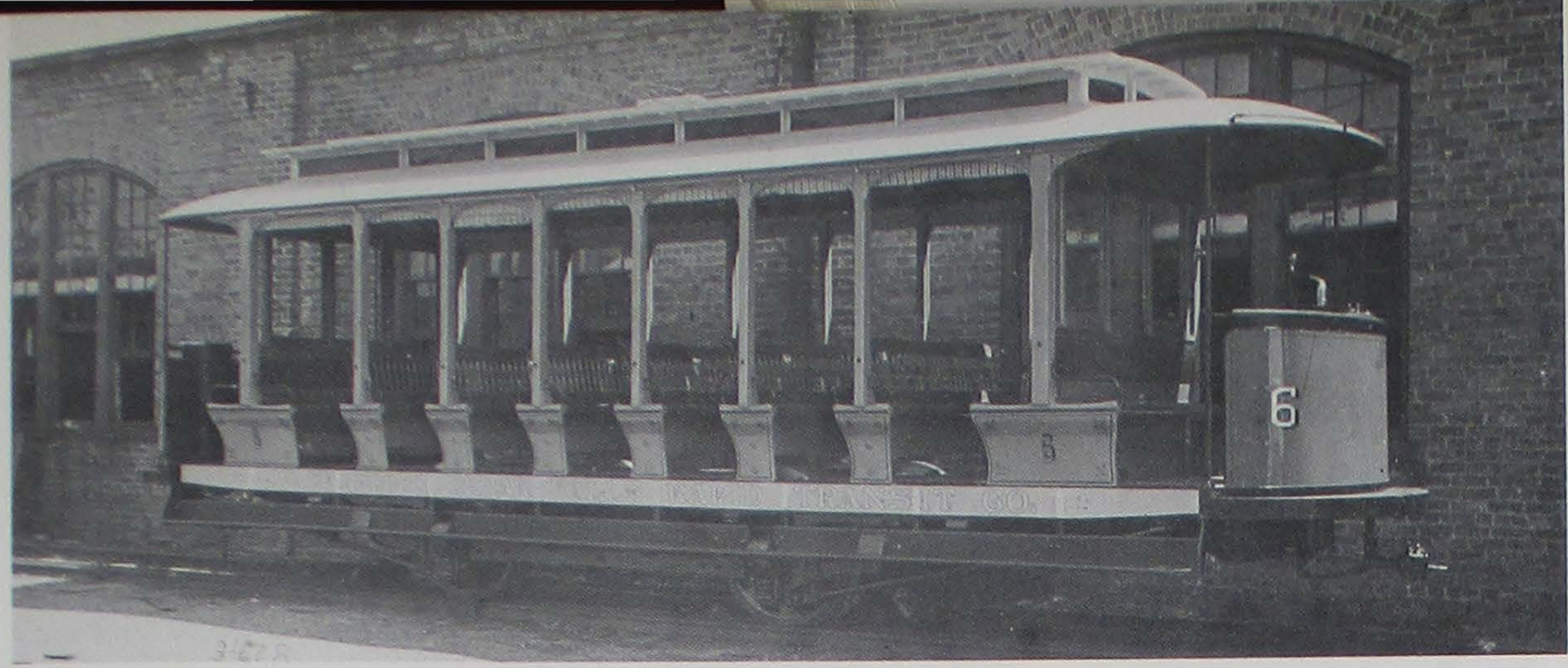
The Linden line opened in November 1910. In 1911 the west side line was extended to Byrnes Park and double-tracked to Sullivan Street. Short turn "Sullivan" cars were operated to that point until 1924. In 1913 a track was built on Edwards Street paralleling the Center Street trackage. This gave the effect of a double track between Logan and Broadway, as westbound cars used Center Street while eastbound cars operated on Edwards.

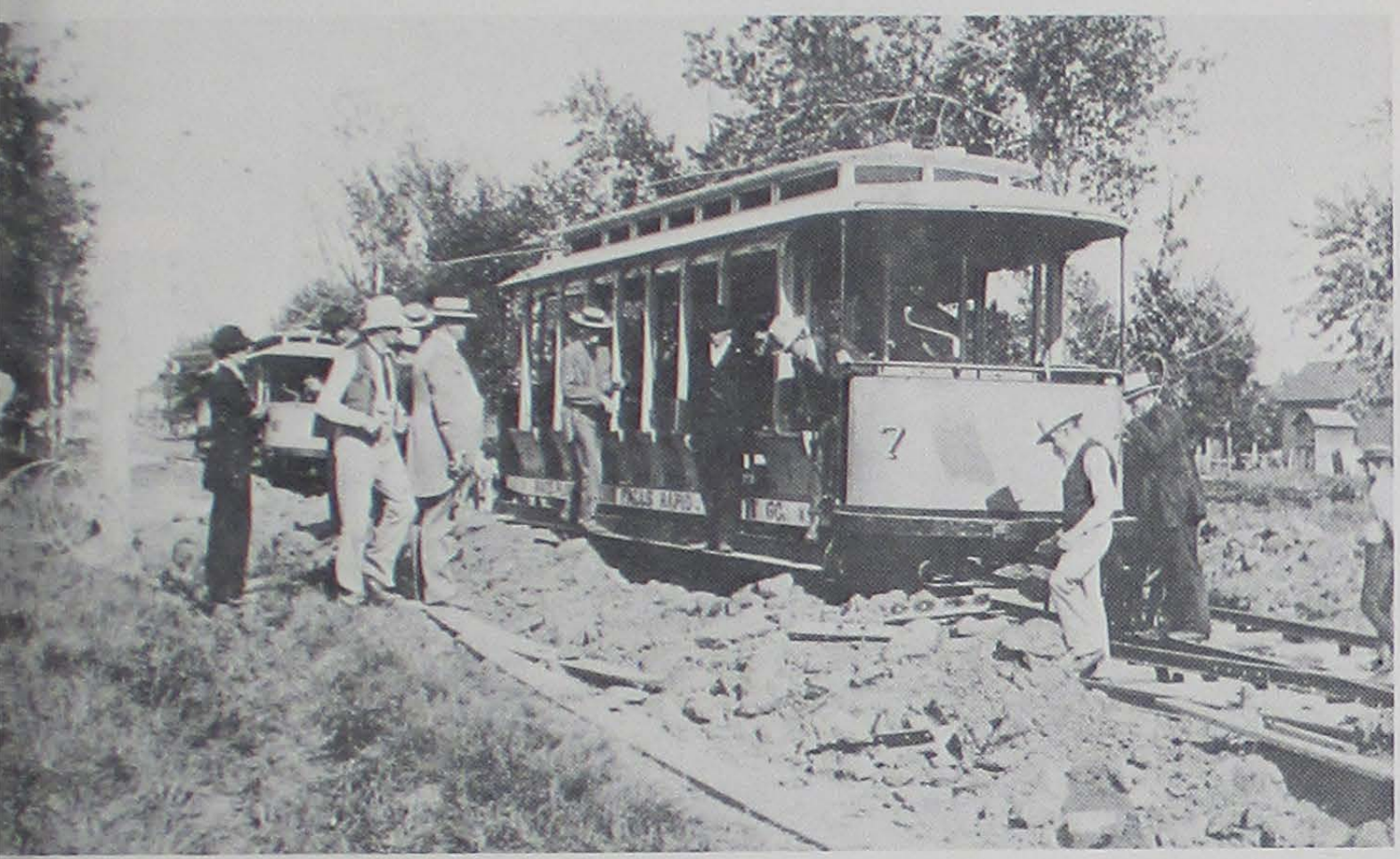
A program was instituted in December 1915 to convert the city cars to one-man operation. This was done gradually over the next year and was presented to the public under the name of "Quick-Service-Car-Operation".

Single-truck Birney safety cars replaced the old wooden equipment in 1921. By the late 1920's, buses were also being used on certain routes in Waterloo. In 1932 a group of double-truck cars, the 200's, were acquired from the recently-abandoned Dubuque system of the Interstate Power Company and were placed in service on the most patronized routes.

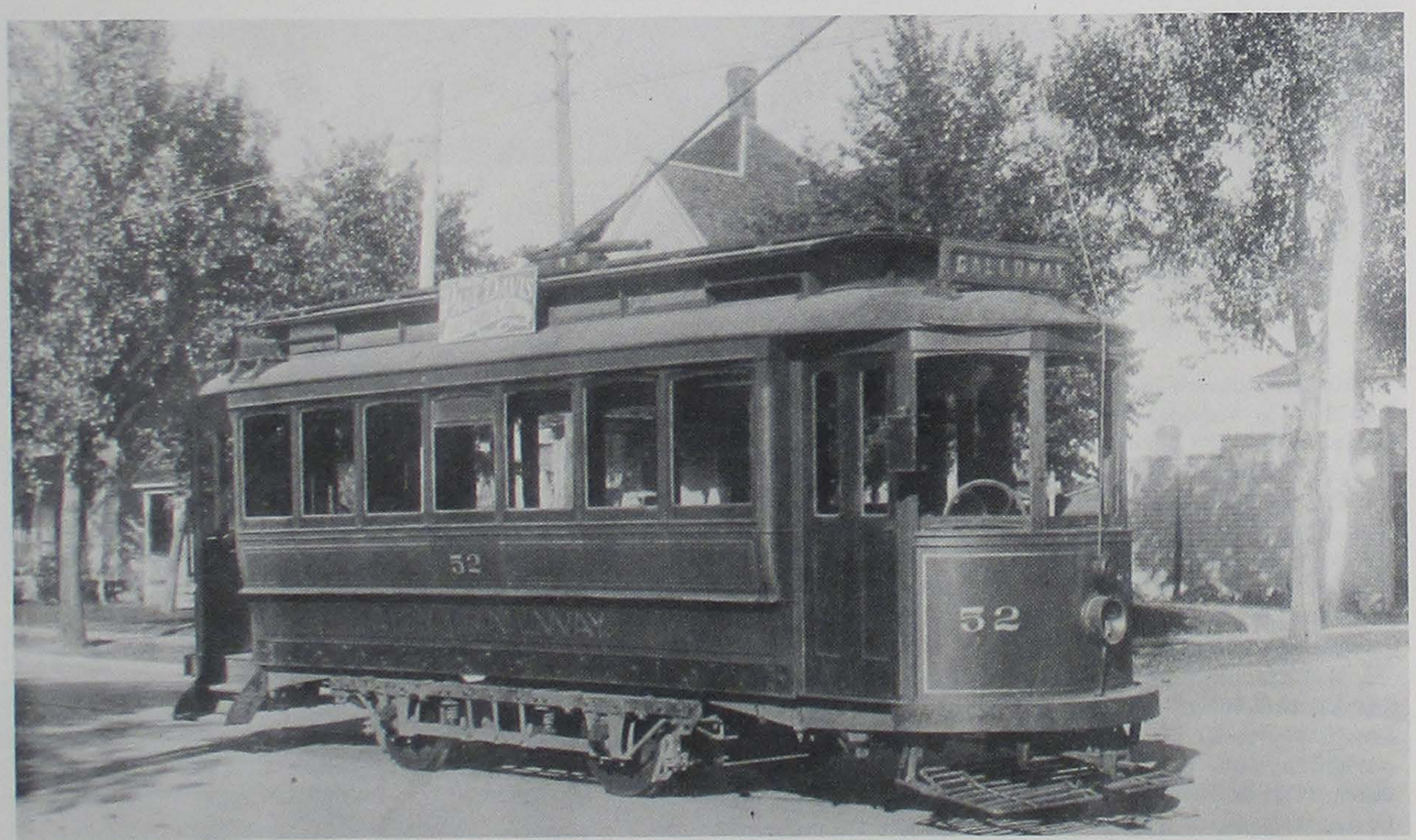
Waterloo city lines were converted to buses in 1936, except for the Linden line which operated until August 1939 and the intercity streetcar line to Cedar Falls. The company continued to operate the buses locally in Waterloo until 1953.

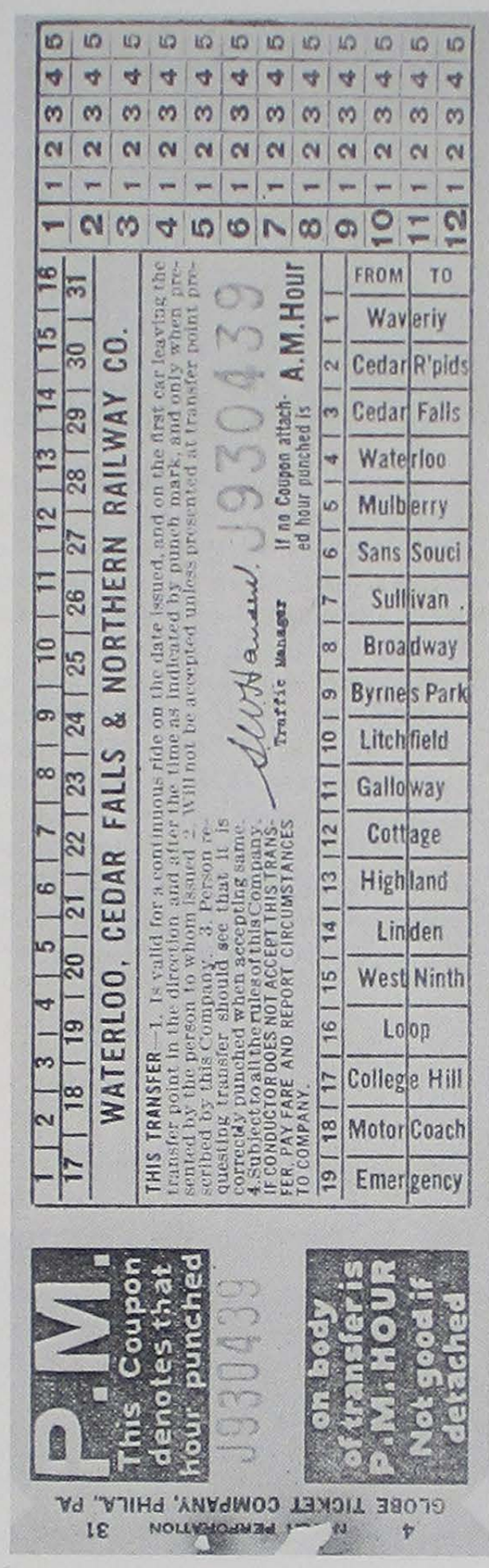
Electrification improved the service in Waterloo. Service was provided by cars like the ones on this page. Car 9 is an 1896 product of the Pullman Company. Car 11 was built by Barney & Smith in 1898. Each of these cars was in service when photographed around the turn of the century. Both photos Robert J. Levis Collection.





Car 6 was one of the original cars that provided service when electric operations commenced in 1896. The car is shown here in its original condition at time of delivery from Pullman's plant in Chicago. George Krambles Collection. **On what is believed to be the first day of operation, car 7 led car 6 past uncompleted work. Bottom: It must be fall as the leaves are on the trees but the closed cars are running. Car 52 is one of 14 closed cars which exchanged trucks with a like number of open cars.** Both photos Robert J. Levis Collection.





1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY CO.

THIS TRANSFER—1. Is valid for a continuous ride on the date issued, and on the first car leaving the transfer point in the direction and after the time as indicated by punch mark, and only when presented by the person to whom issued. 2. Will not be accepted unless presented at transfer point prescribed by this Company. 3. Person requesting transfer should see that it is correctly punched when accepting same. 4. Subject to all the rules of this Company. IF CONDUCTOR DOES NOT ACCEPT THIS TRANSFER, PAY FARE AND REPORT CIRCUMSTANCES TO COMPANY.

J93043 9

Traffic Manager

If no Coupon attached hour punched is A.M. Hour

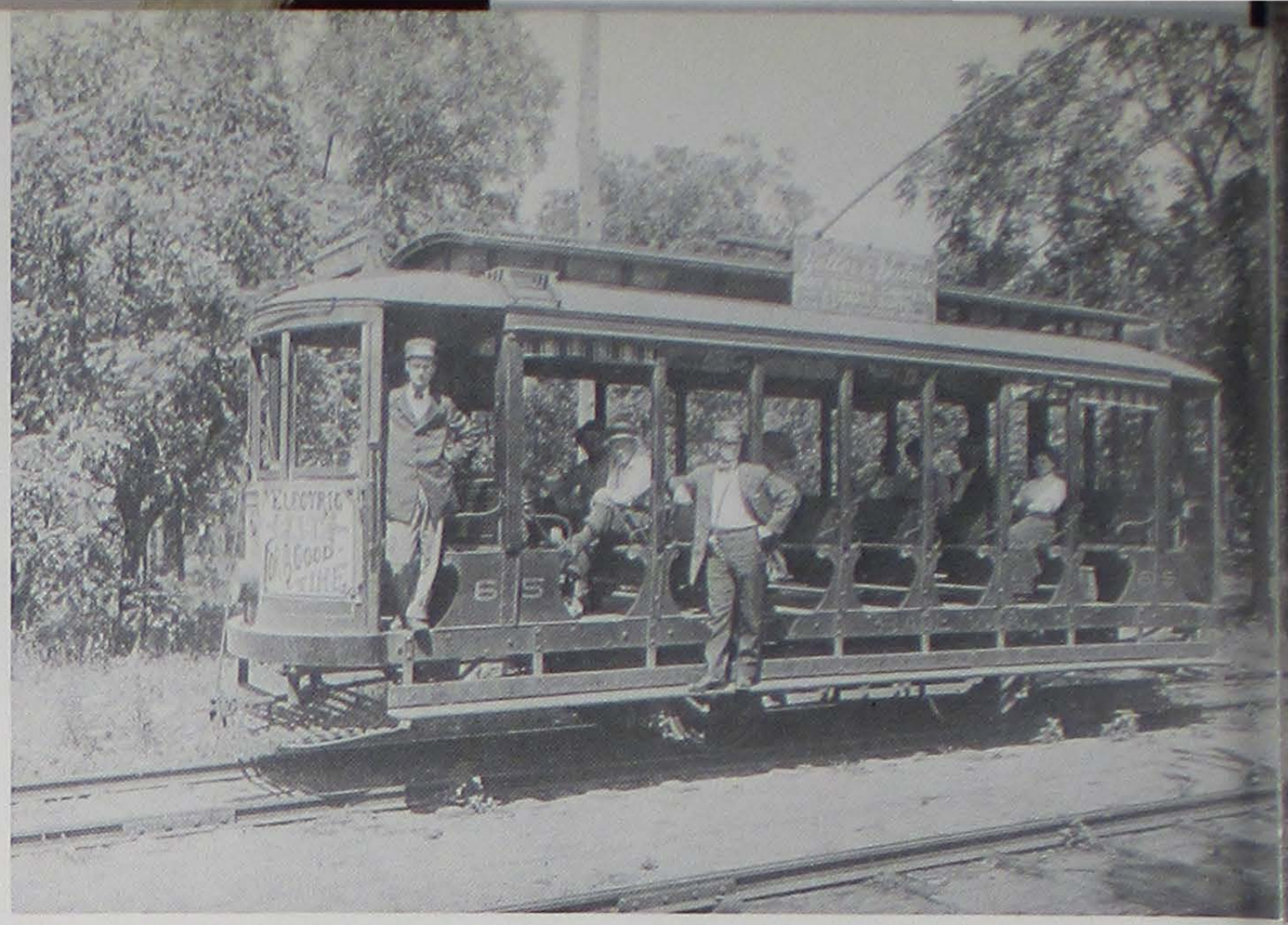
	FROM	TO
1	Waverly	
2	Cedar R'pids	
3	Cedar Falls	
4	Waterloo	
5	Mulberry	
6	Sans Souci	
7	Sullivan	
8	Broadway	
9	Byrnes Park	
10	Litchfield	
11	Galloway	
12	Cottage	
13	Highland	
14	Linden	
15	West Ninth	
16	Loop	
17	College Hill	
18	Motor Coach	
19	Emergency	

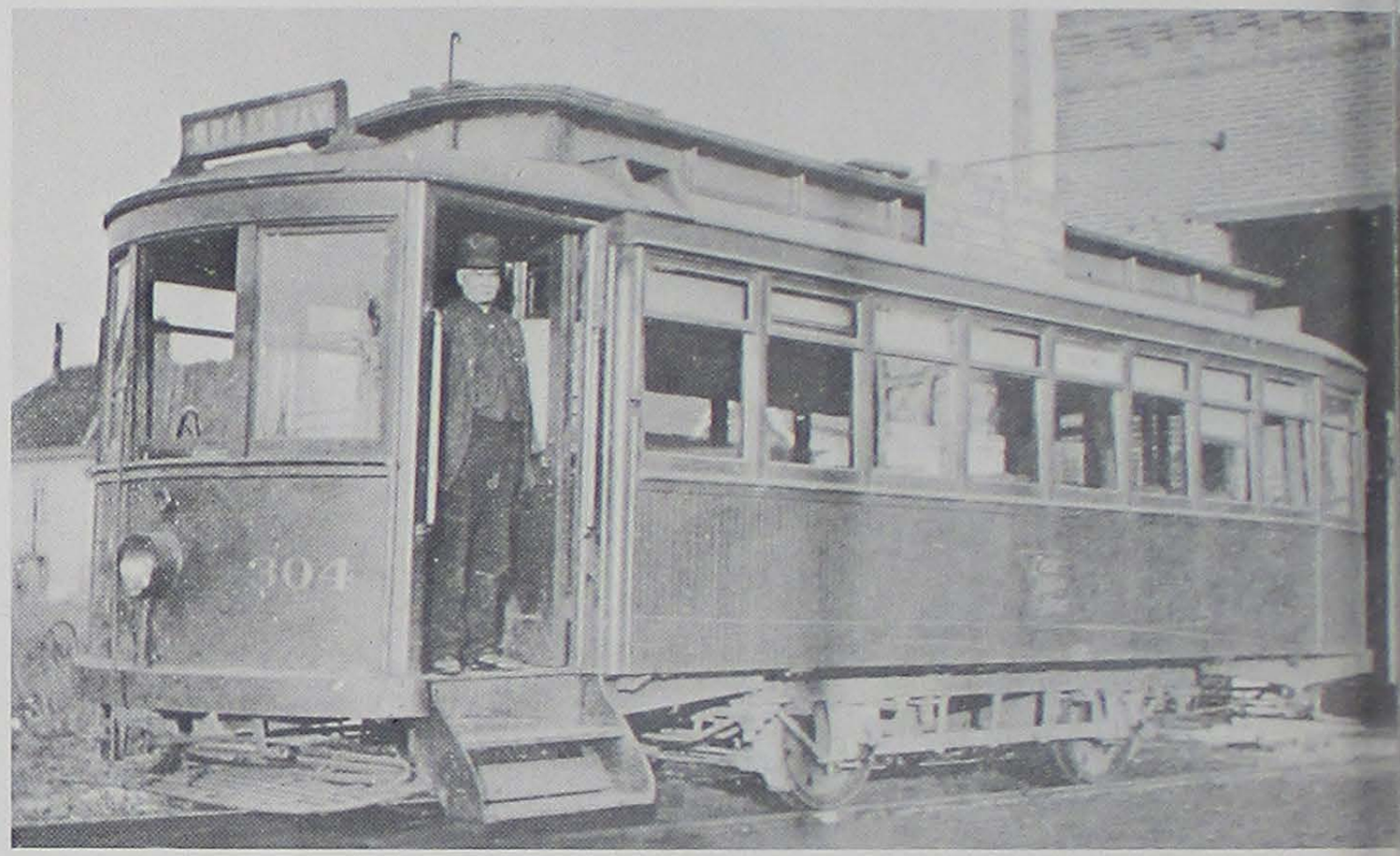
P.M. This Coupon denotes that hour punched

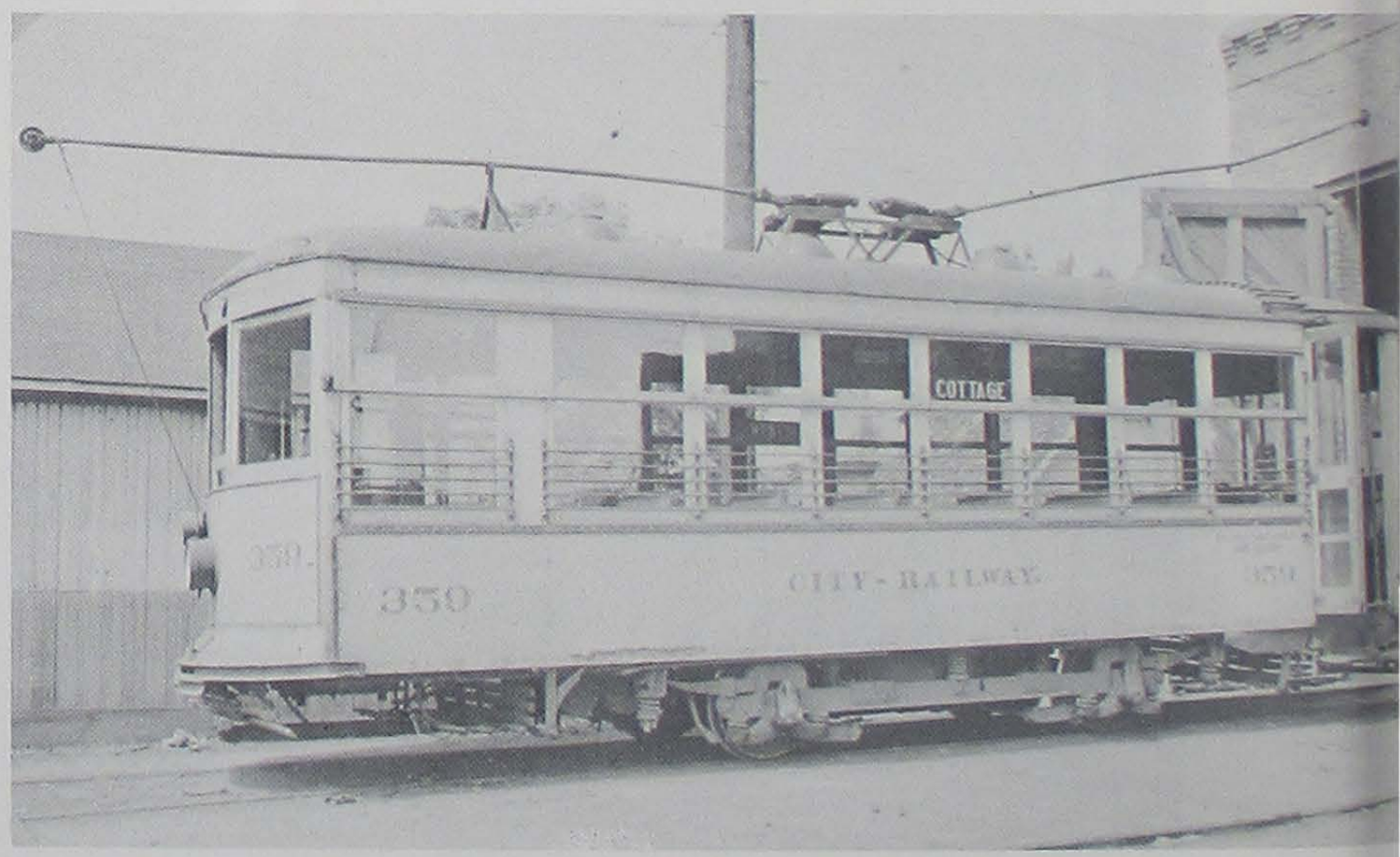
J930439

on body of transfer is P.M. HOUR Not good if detached

GLOBE TICKET COMPANY, PHILA., PA.

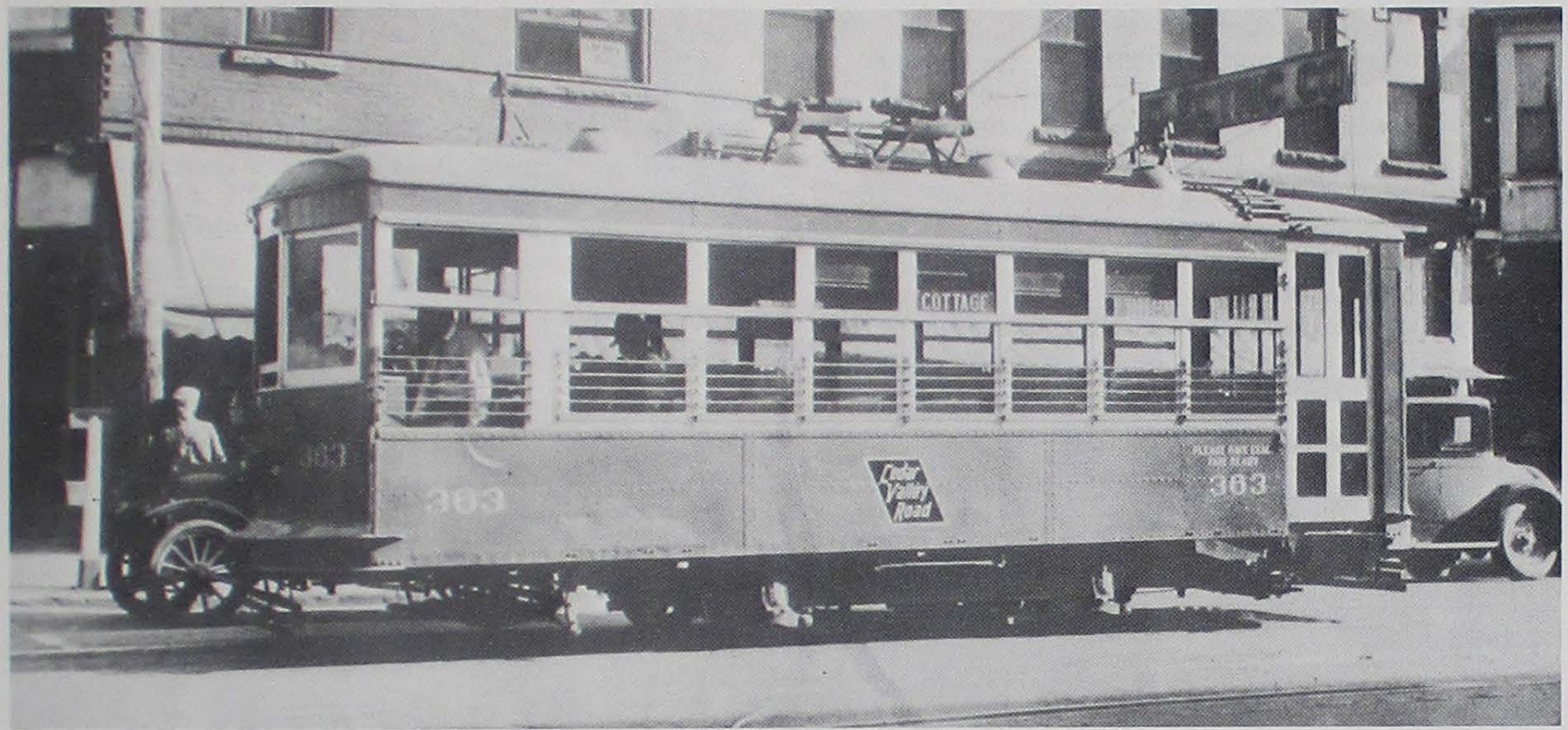






It must be summer in the "teens" as car 65 is in service. These are the companions of the closed cars. Robert J. Levis Collection. **McGuire-Cummings also built a series of closed cars which were numbered in the 300 series. There were 12 cars in this series.** Ed Frank Jr. Collection. **A streetcar operation was not complete unless it had Birneys. The WCF&N had 20 Birneys which served the Waterloo local service for 15 years. In 1935 car 359 was parked outside the Waterloo carbarn off Broadway Street.** William C. Janssen photo.

The Birneys occasionally were used in intercity service but were principally used in Waterloo and Cedar Falls local service. Car 367 is in service on the College Hill line in Cedar Rapids. Stephen D. Maguire Collection. **Car 363 is in service on the Cottage line as it passes through downtown Waterloo in the late 1920's.** Robert J. Levis Collection.



CEDAR FALLS LINE

In 1897 the W&CFRT began construction on an eight-mile interurban line from Cedar River Park to Cedar Falls. Except for two bridges, the line was relatively easy to construct. The Cedar River was crossed on a multiple-span steel truss bridge and a wooden trestle was built over the BCR&N mainline. The east approach included a stiff grade on an earthen fill.

Access to downtown Cedar Falls was denied as the Cedar Falls & Normal Railway had an exclusive franchise to operate on the city's streets. Therefore, the W&CFRT negotiated an agreement with the Chicago & Great Western Railway to string trolley wire over their branch from Cass Jct. (13th Street and Waterloo Road) to the CGW depot located just east of downtown Cedar Falls.

Interurban service between Waterloo and Cedar Falls began on June 9, 1897. Initial rolling stock consisted of two closed motors and two open trailers, all built by Pullman. It was not long before problems were encountered. The Waterloo powerhouse was unable to adequately serve both the Waterloo city cars and the interurbans. Lack of a substation on the line aggravated the situation. As a temporary expedient the company acquired a steam locomotive to haul interurban cars beyond Cedar River Park. Subsequently, powerhouse capacity was increased and a battery substation was built at Cedar Falls in 1899.

Meanwhile, the Cedar Falls and Normal commenced service on December 14, 1897 between downtown and the State Normal School. Initially the company attempted unsuccessfully to use motor cars pulling trailers. Independent operation ceased in August 1898, when the company was sold to the W&CFRT. The W&CFRT promptly electrified the CF&N lines. This electrification, as well as the previous track rerouting project in Waterloo during the spring of 1898, served to shorten running time considerably. Direct service was offered from downtown Waterloo via Mulberry Street to downtown Cedar Falls thus fulfilling the implied pledge of the company's name—Waterloo and Cedar Falls Rapid Transit.

Streetcars replaced the motor cars which were disposed of promptly, but the trailers were retained to be pulled by the streetcars. Freight operation over the CGW branch continued since the freight facilities were located adjacent to the CGW's own facilities near 4th Street. A carbarn was built at Cass Jct. to house both city and interurban cars. On September 15, 1916 this carbarn burned to the ground with the loss of about six cars. The structure was not replaced. A major line improvement was replacement of the wooden trestle spanning the BCR&N tracks with a steel girder bridge in 1911.

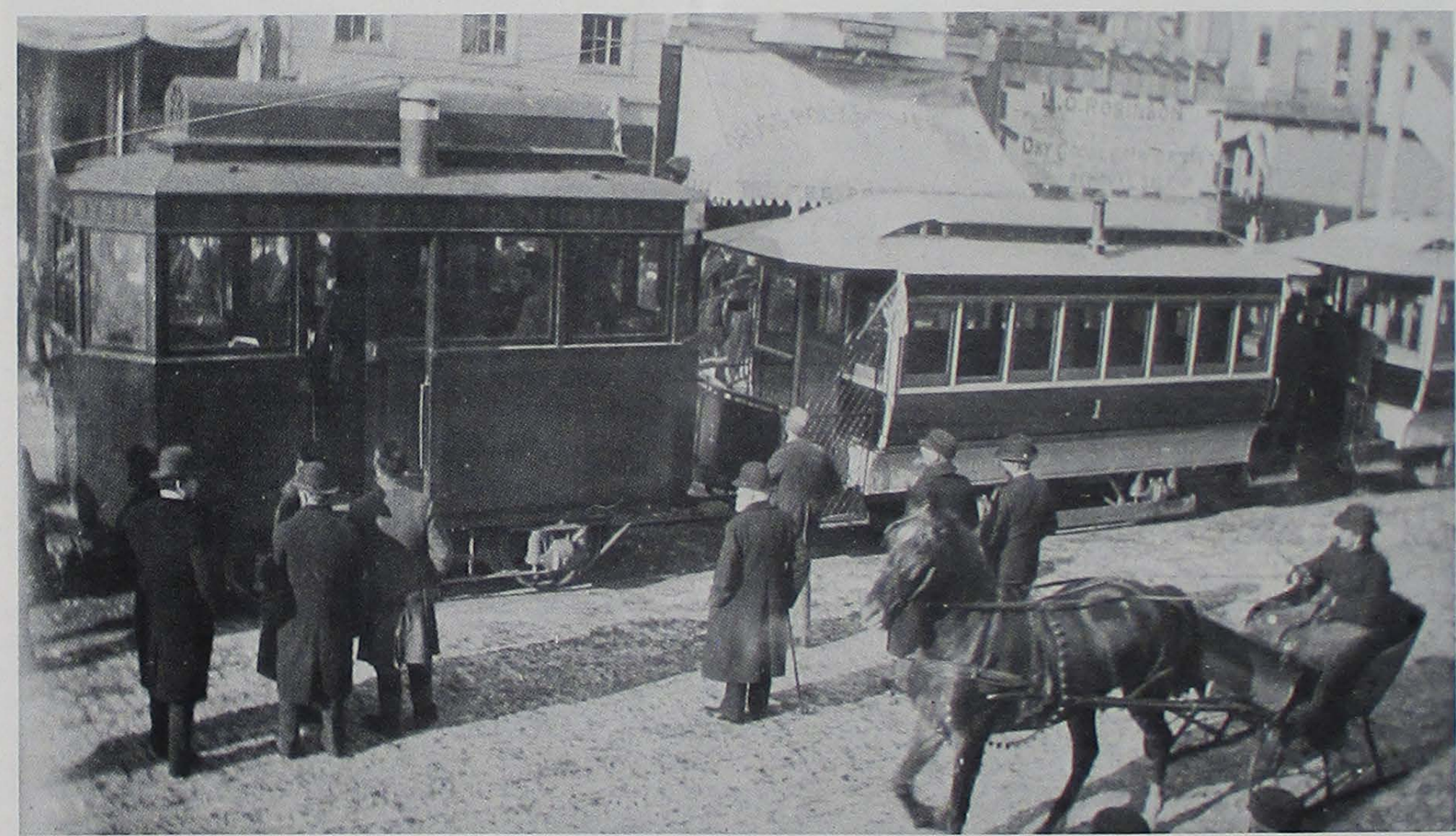
Local service was improved with the opening of a new line on Walnut Street in 1912. This line formed a wider loop between downtown and the college thus increasing the territory served. When the Birneys arrived in 1921 they replaced the city and interurban equipment on the line. Sometime, presumably during the 1920's, a depot was opened on the north side of 2nd Street between Main and Washington Streets. A track behind the building accommodated express cars.

In 1932 the ex-Dubuque 200's replaced the Birneys and routing changes took place. Intercity service operated via the college and west side before reaching downtown. Transfering to a local car at 13th and Main provided a more direct route. In Waterloo the line entered the city on Westfield and Jefferson Streets and left town via Mulberry Street. This gave the route a "figure eight" shape. After 1938 the cars used Mulberry Street in both directions.

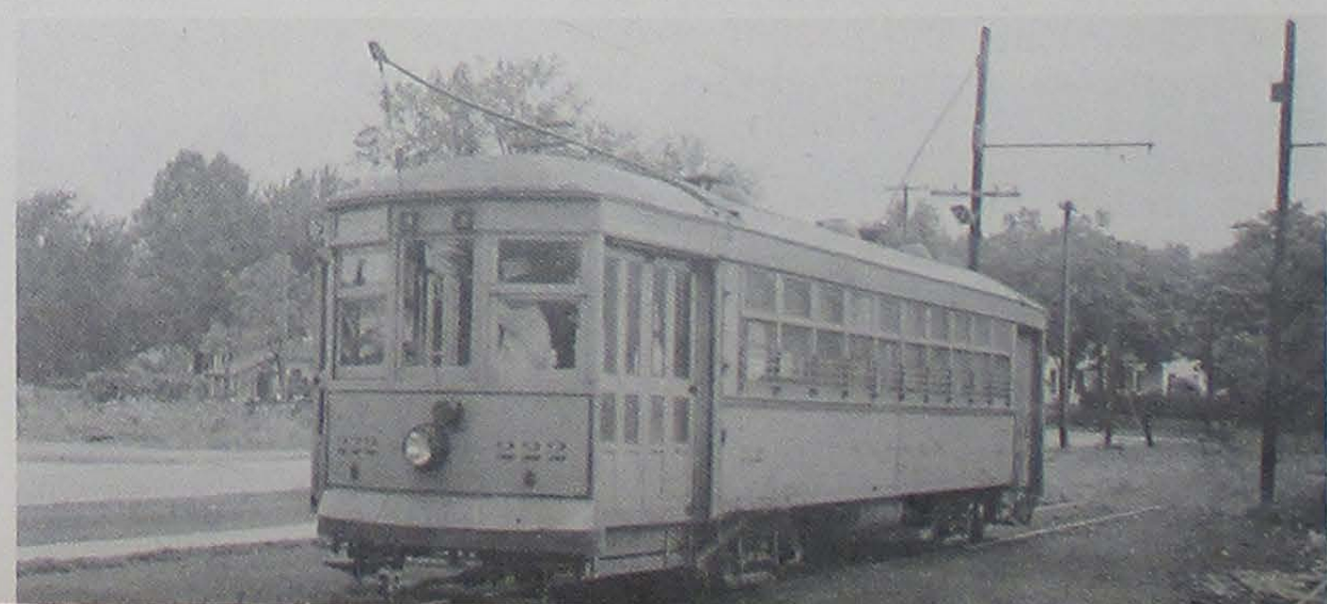
Bus service, in addition to the streetcars, had been operating between the two cities since the late 1920's. On May 18, 1941 local service was converted to buses. Intercity cars ended their runs near Cass Jct.

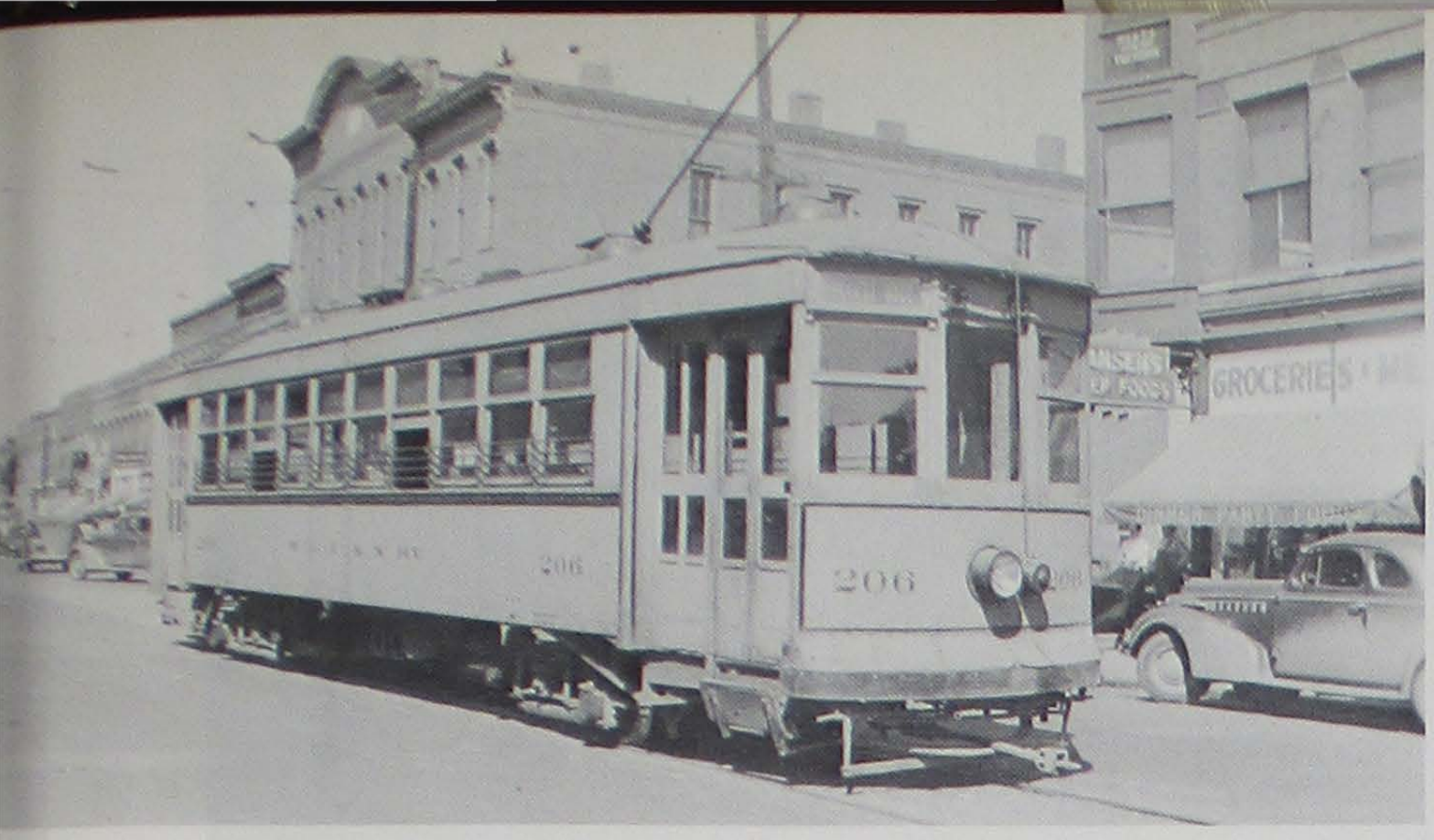
During World War II military training programs at Iowa State Teachers College provided additional patronage. Extra cars were assigned on weekends. Occasionally, trains of interurban equipment were operated directly to the campus over the freight trackage along 27th Street. During the war, streetcar service was once again offered in Waterloo to John Deere and Rath Packing as an extension of the Cedar Falls line.

By the late 1940's the 200's were in very bad shape. Replacements were obtained from the recently abandoned streetcar system in Knoxville, Tennessee. Three cars were purchased and they arrived in March 1948. One car was immediately placed in service, while the other cars were shopped. Car Number 380 was lost in a fire at the shops in 1949, after that time the two remaining cars were able to maintain the sparse schedules with little trouble.

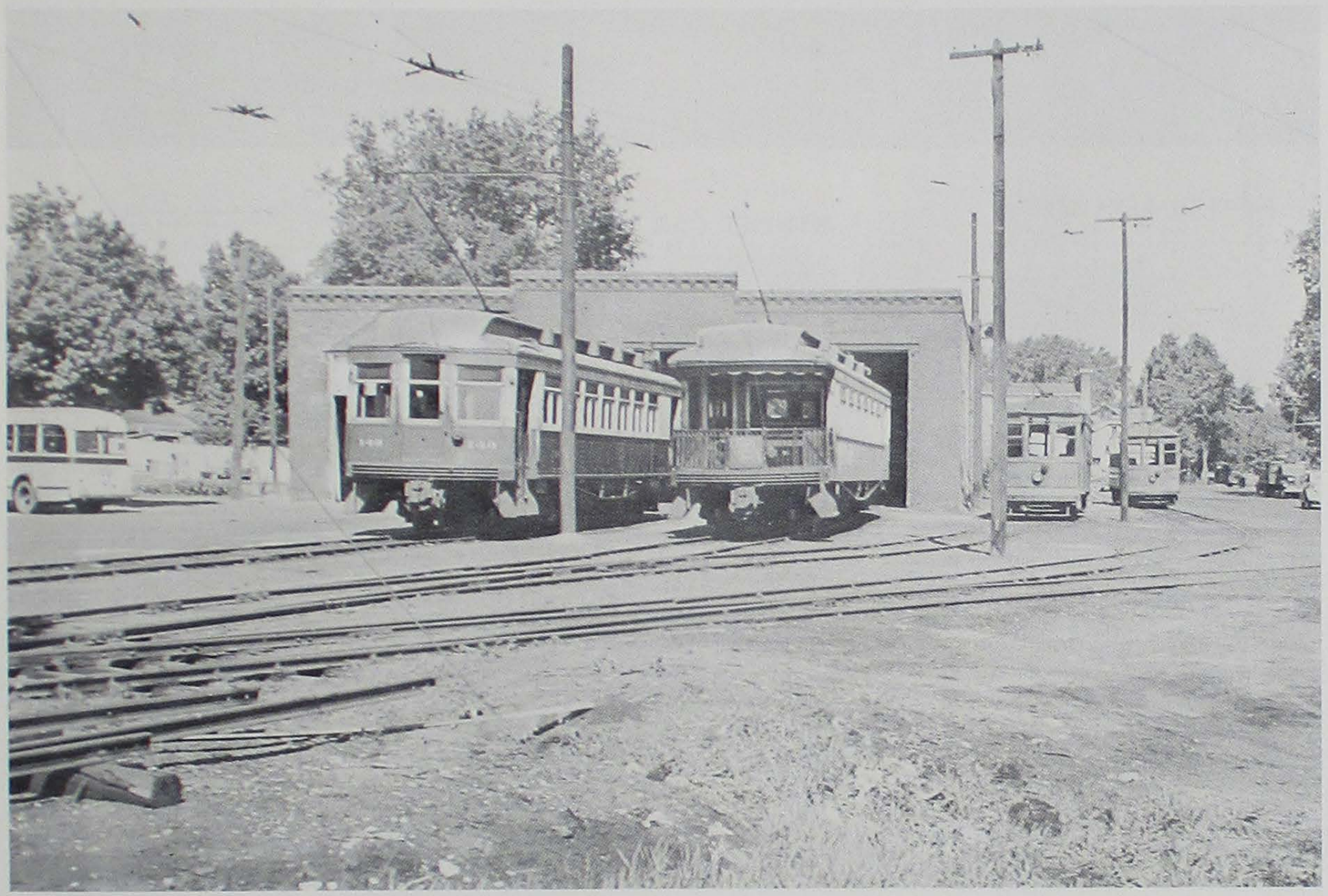


Opening day, December 14, 1897, shows Cedar Falls and Normal train on Main Street, Cedar Falls. Cedar Falls Historical Society Collection. **Car 222 is leaving Cedar Falls (Cass Jct) on September 10, 1944.** Stephen D. Maguire Collection.

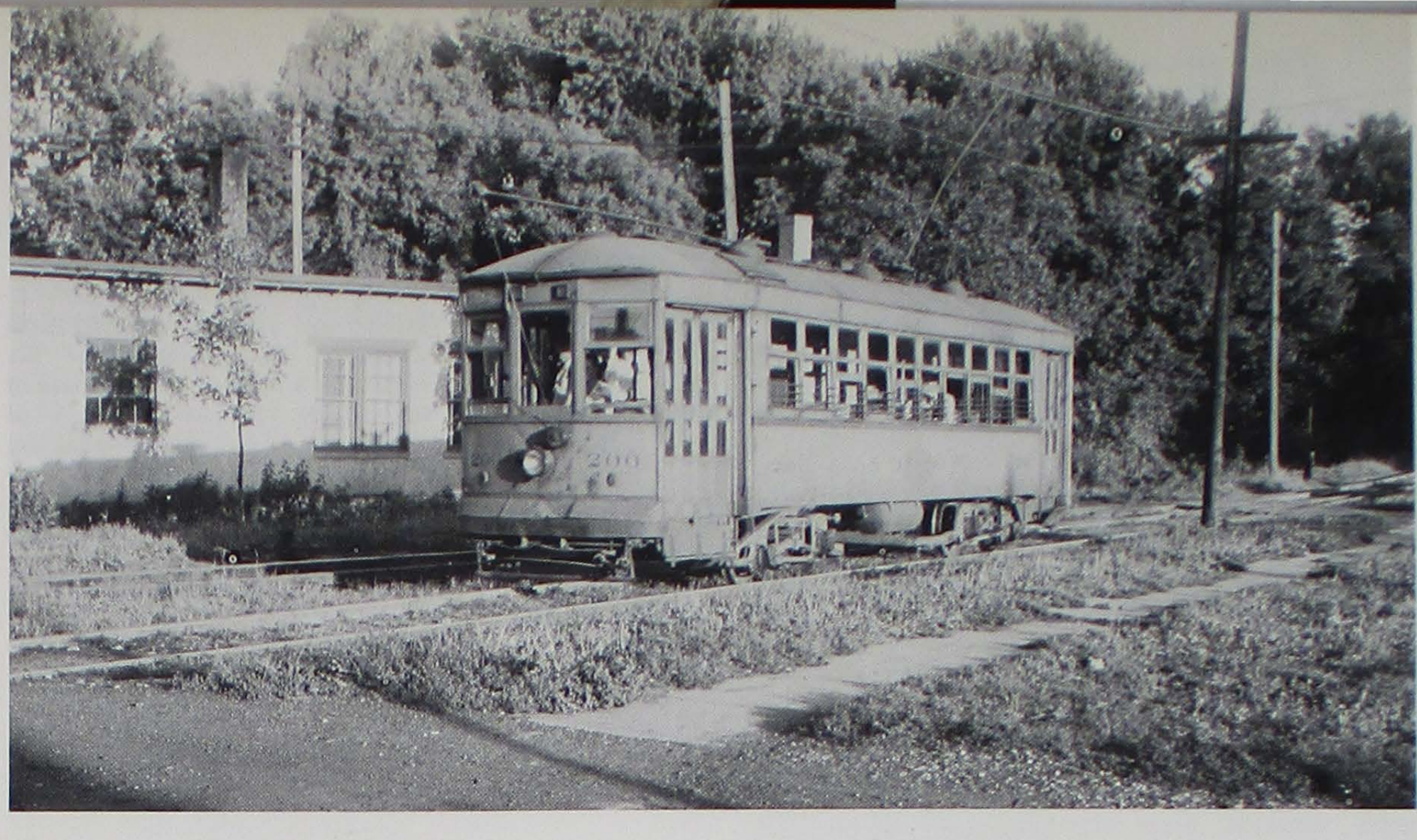




Equipment used to provide local service in Cedar Falls over the years was a relative cross section of the roster. Service at time of abandonment was provided by the 200 series cars. These cars had come from Dubuque in 1932 after 20 years of service there. In September, 1940 Car 206 is on Main Street at 2nd Street in Cedar Falls. Ed Frank photo.



Until 1941 the Waterloo streetcar barn was the headquarters of the city and interurban operations. In this view, taken in the late 1930's, part of the barn has already been turned over to bus operations. Two of the 200 class cars enter the single track on Mulberry Street just after leaving the Waterloo depot on the corner of 4th Street for Cedar Falls. Both photos Robert J. Levis Collection.



CEDAR FALLS - WATERLOO

STREET CAR SCHEDULE

This Schedule is for the government and information of employees only

3	1	3	1	3	1	3	1	3	1	3	1	3	1	3	1	3	1	5		Run Numbers		5	1	2	1	3	1	2	1	2	1	2	1	2	1	2	1	2	1	3	1	3	3	3	4
PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM				AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
2:10	1:40		12:40	12:10	11:40	11:10	10:40	10:10	9:40	9:10	8:40	8:10	7:40			6:10			Lv.	Waterloo	Ar.	6:40			7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40		1:40	2:10	2:40	3:10	3:40		4:10
		1:10												7:10	6:40					John Deere			6:35	7:05												1:05							4:05	
		1:15												7:15	6:45					Hinson			6:30	7:00												1:00							4:00	
2:22	1:52	1:22	12:52	12:22	11:52	11:22	10:52	10:22	9:52	9:22	8:52	8:22	7:52	7:22	6:52	6:22	5:52	5:52		Park Jct.		6:26	6:28	6:58	7:28	7:58	8:28	8:58	9:28	9:58	10:28	10:58	11:28	11:58	12:28	12:58	1:28	1:58	2:28	2:58	3:28	3:58	4:28
2:25	1:55	1:25	12:55	12:25	11:55	11:25	10:55	10:25	9:55	9:25	8:55	8:25	7:55	7:25	6:55	6:25	5:55	5:55		Dart Siding		6:23	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	1:25	1:55	2:25	2:55	3:25	3:55	4:25
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2:40	2:10	1:40	1:10	12:40	12:10	11:40	11:10	10:40	10:13	9:40	9:10	8:40	8:10	7:40	7:10	6:40	6:10	6:10	Ar.	Cedar Falls	Lv.	6:10	6:10	6:40	7:10	7:40	8:10	8:47	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10	3:40	4:40

3	4	3	4	3	4	3	4	3	4	3	4	3	4	5	5	4	5	3	5	4	3		Run Numbers		5	5	4	3	5	4	3	4	3	4	3	4	3	4	3	4	5	4	5
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM				PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM
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	11:15													5:15			4:15		3:15				Hinson			5:00															11:00		
11:52	11:22	10:52	10:22	9:52	9:22	8:52	8:22	7:52	7:22	6:52	6:22	5:52	5:22	5:22	4:52	4:22	3:52	3:52	3:22	3:22	2:52		Park Jct.		4:28	4:58	5:28	5:58	6:28	6:58	7:28	7:58	8:28	8:58	9:28	9:58	10:28	10:58	11:28	11:58	12:28	
11:55	11:25	10:55	10:25	9:55	9:25	8:55	8:25	7:55	7:25	6:55	6:25	5:55	5:25	5:25	4:55	4:25	3:55	3:55	3:25	3:25	2:55		Dart Siding		4:25	4:55	5:25	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	
12:05	11:35	11:05	10:35	10:05	9:35	9:05	8:35	8:05	7:35	7:05	6:35	6:05	5:35	5:35	5:05	4:35	4:05	4:05	3:35	3:35	3:05		Cedar Heights		4:15	4:45	5:15	5:45	6:15	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	
12:10	11:40	11:10	10:40	10:10	9:40	9:10	8:40	8:10	7:40	7:10	6:40	6:10	5:42	5:42	5:10	4:42	4:42	4:10	3:40	3:40	3:10	Ar.	Cedar Falls	Lv.	4:10	4:40	4:40	5:10	5:45	5:45	6:10	6:40	7:10	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10

Run No. 1— Daily — On duty Shops 5:30 AM to Park Jct. 5:52 AM and regular schedule to Cedar Falls. Relief Waterloo Station 2:40 PM. 9 Hrs. 20 Mins.

Run No. 2— Daily — On duty Shops 5:30 AM to Waterloo Station and leave 6:10 AM on regular schedule. Relief at 3:10 PM. 9 Hrs. 40 Mins.

NOTE—On Saturday only the 12:40 PM trip from Cedar Falls will operate to and leave Waterloo Station at 1:10 PM.

Run No. 3— Daily — On duty 2:40 PM. Run cute off Waterloo Station 12:40 AM. Tie up Shops 1:10 AM. 10 Hrs. 30 Mins.

Run No. 4— Daily — On duty 3:10 PM. Run cute off Waterloo Station 12:10 AM. Tie up Shops at 12:45 AM. 9 Hrs. 35 Mins.

Run No. 5— Daily Except Sunday — On duty Shops 5:30 AM to Park Jct. 5:52 AM and regular schedule to Cedar Falls. Leave Cedar Falls 6:10 AM as Rath Special ahead of No. 1 and continue from Waterloo Station to Rath's (Division St.) at 6:50 AM and thereafter operate between Division St. and 4th and Lafayette Streets, leaving Division St. at 15-35-55 and 4th and Lafayette Streets at 05-25-45 minutes after the hour until 8:45 AM when run cute off and tie up at Shops 8:15 AM. On duty 2:30 PM to John Deere clock house and leave on schedule at 3:10 PM. Tie up 6:30 PM. Monday thru Friday. 7 Hrs. 55 Mins.

Saturday, AM shift same as above. PM shift on duty 11:30 AM to John Deere 12:05 PM and leave at 12:10 PM—Cedar Falls at 12:40 PM to John Deere 1:05 PM and leave at 1:10 PM to Cedar Falls at 1:43 PM. Park Jct. 1:52 PM and tie up at 2:30 PM. 5 Hrs. 55 Mins.

SPECIAL INSTRUCTIONS

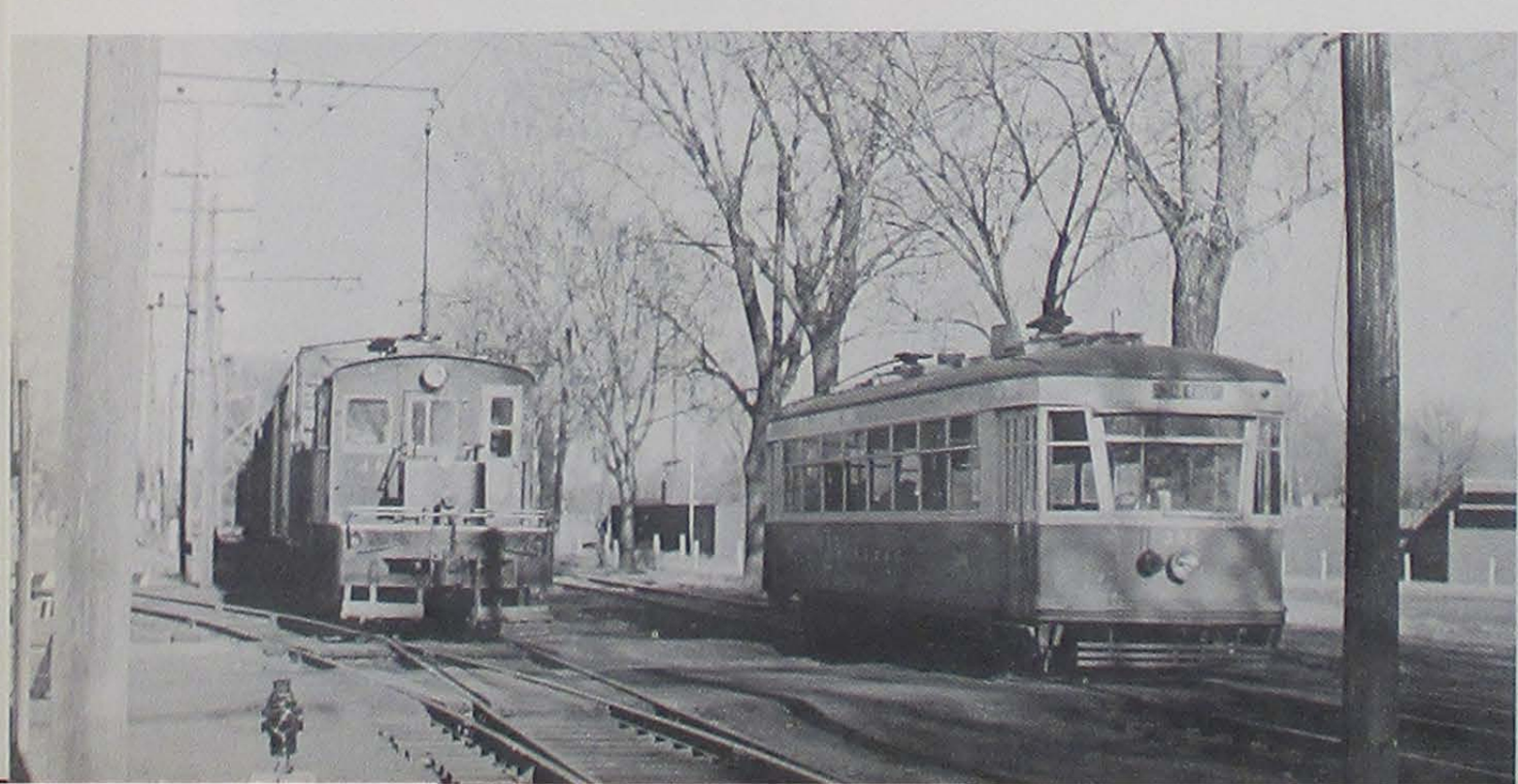
The regular meeting point for all runs will be Dart Siding. Westbound cars will not go beyond Dart Siding without meeting eastbound car. If eastbound car is not in sight at three (3) minutes late, call the Dispatcher for instructions. The east Dart passing track switch will be lined for passing track and west switch for main line.

In all cases where two cars are operated on the same run, the second car will maintain a distance of not less than 300 ft. from the first car, except at junctions and meeting points. Where runs are operated in two or more sections, the first section will protect the second by not clearing the main line until second section is in sight. This will not be necessary if counting in block signal. All movements thru block signal contactors must be at restricted speed. Block signals not properly working should be promptly reported to the Dispatcher.

Above car 200 is approaching the Cedar Falls station on September 18, 1947. After 1941 the cars ended at the point where they used to enter the streets of Cedar Falls at Cass Jct. William C. Janssen photo. **The streetcar timetable shown above was effective on Sunday, December 13, 1942.** Robert J. Levis Collection.

Nearing the end of her service life, 381 awaits Cedar Falls passengers on Mulberry Street, Waterloo. This night shot was taken on December 6, 1957. R.M. Billings photo. **The line to Cedar Falls was almost entirely on private right-of-way. En route many scenic spots were passed such as this concrete arch bridge over North Hackett Road, Waterloo.** Robert J. Levis Collection.

The regular meeting point for Cedar Falls cars was Dart siding. This picture was taken in 1949 shortly before car 380 was destroyed in a carbarn fire. 382 met the same fate five years later. Malcolm D. McCarter Collection. **Adjacent page: Also in 1949 car 380 passes 140 which is on the wye off Mulberry Street. This is a unique photo as there was only a 10 month period between the time the wye was installed and car 380 was destroyed.** Don Idarius photo.



TIME TABLE

Waterloo to Cedar Falls	Cedar Falls to Waterloo
6 30 A. M.	6 15 A. M.
7 05 " "	7 25 " "
8 05 " "	8 05 " "
8 50 " "	8 50 " "
9 35 " "	9 35 " "
10 20 " "	10 20 " "
11 05 " "	11 05 " "
11 50 " "	11 50 " "
12 35 P. M.	12 35 P. M.
1 20 " "	1 20 " "
2 05 " "	2 05 " "
2 50 " "	2 50 " "
3 35 " "	3 35 " "
4 20 " "	4 20 " "
5 15 " "	5 15 " "
6 06 " " Lim.	6 00 " "
6 15 " "	6 50 " "
7 00 " "	7 00 " "
7 45 " "	7 45 " "
8 30 " "	8 30 " "
9 15 " "	9 15 " "
10 10 " "	10 10 " "
11 00 " "	11 00 " "
11 45 " "	11 45 " "

Cedar Falls Cars enter Waterloo via Galloway and West Side and leave via Mulberry and East Side.

6:30 A. M. and 6:15 A. M. cars daily except Sunday. All other cars daily.

Running time between Waterloo and Cedar Falls 35 minutes.

	61	63	65	67	69	71	73	75
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
Lv. Waterloo Ar.	7 40	10 00	11 10	1 50	4 05	6 45	9 25	12 10
Broadway	7 02	9 22	10 32	1 12	3 27	6 07	8 47	11 32
Glasgow	6 45	9 05	10 15	1 00	3 10	5 50	8 30	11 15
Denver	6 30	8 50	10 00	12 40	2 55	5 35	8 15	11 00
Ar. Waverly Lv.	6 30	8 50	10 00	12 40	2 55	5 35	8 15	11 00
	62	64	66	68	70	72	74	76
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Lv. Waverly Ar.	8 00	10 20	11 20	2 15	4 15	6 50	9 35	12 15
Glasgow	8 25	10 45	11 45	2 40	4 40	7 15	10 00	12 40
Broadway	8 38	10 58	11 58	2 53	4 53	7 28	10 13	12 53
Waterloo Ar.	8 55	11 15	12 15	3 10	5 10	7 45	10 30	1 10
	9 10	11 30	12 30	3 25	5 25	8 00	10 45	1 15

No. 61 and 63 connect at Waverly with C. R. & W. for points east of Waverly, also for points on Denver Branch.

No. 63 connects at Waverly with C. R. & W. for points west to Sabula.

No. 62 and 72 connect with C. R. & W. trains at Waverly from points east of Waverly and the Denver Branch.

No. 68 connects with C. R. & W. at Waverly from points west of Waverly.

Car 382 approaches Cedar Falls on August 18, 1949. Car 380 is leaving Cedar Falls shortly after entering service on September 11, 1948. These cars were built for service in Knoxville, Tenn. On April 7, 1955 car 381, the sole survivor of the streetcar fleet, meets a freight train en route to Waterloo. All photos William D. Middleton.

NORTHERN LINES

Encouraged by the success of the Cedar Falls line, the W&CFRT looked to other areas. Denver, about 13 miles north of Waterloo, was selected in 1901. Grading on the route began on July 24, followed by trackwork in the fall.

Enthusiastic citizens of Denver promised a cash bonus to the company if the lines were in operation by the end of 1901. With this as an added incentive, the company accelerated construction and by early December, steam powered freight service had begun. On December 20 passenger service commenced, using a borrowed IC coach and steam power. All efforts were now directed toward stringing the trolley wire. Finally, on December 31 an electric car struggled into Denver, 15 miles distant from the only power source — the Waterloo powerhouse.

Steam operation resumed pending completion of the substations. A post office contract, supposedly the first to an Iowa interurban, was awarded in May 1902 to handle closed pouch mail between Waterloo and Denver. Another achievement was Iowa's first high-tension line, the 22,000 volt line from the Waterloo powerhouse to the Glasgow substation, which commenced operations on June 8, 1902.

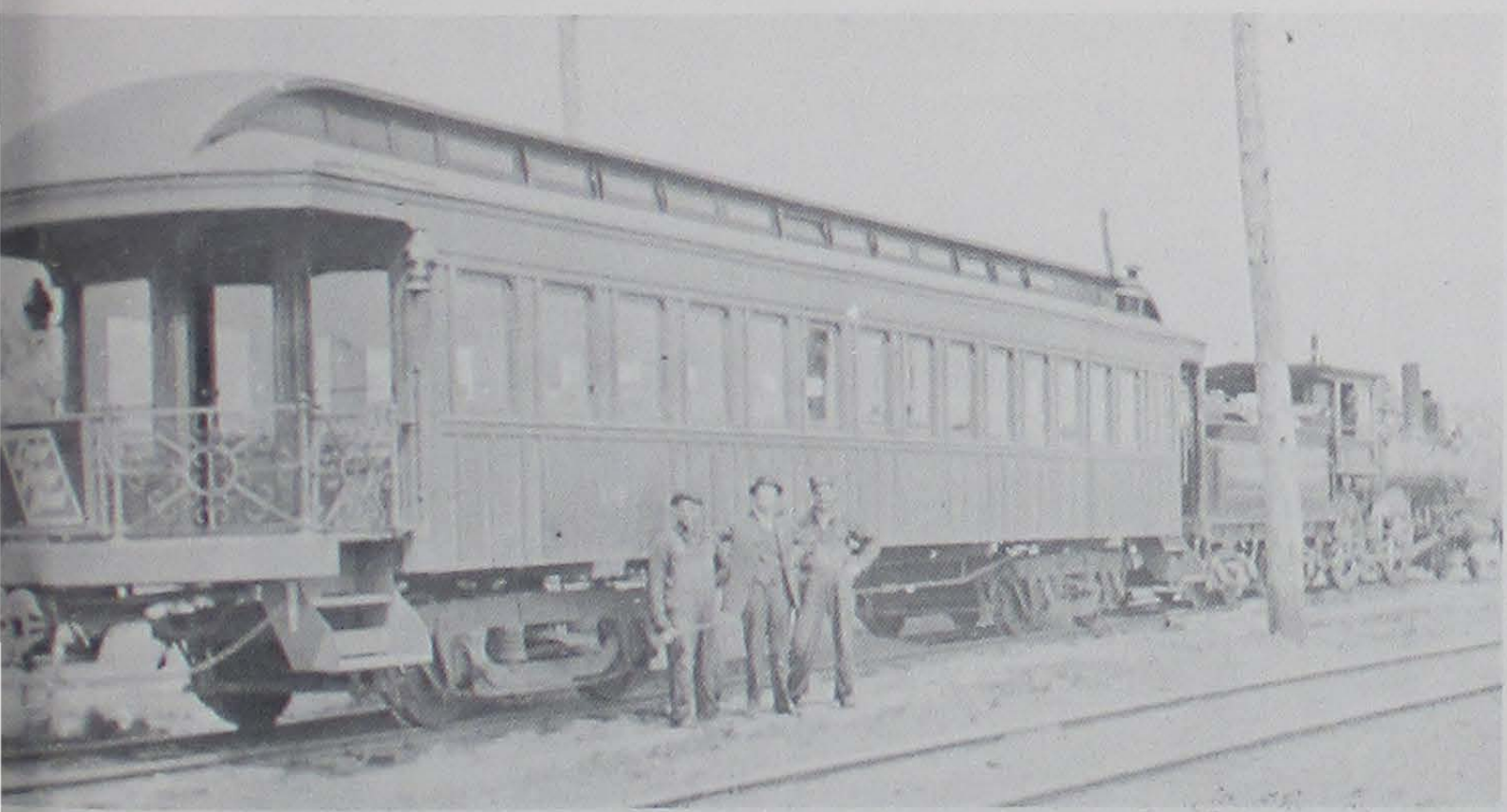
The CGW had then recently completed a new line between Waverly and Oelwein, replacing an older, indirect route. On August 14, 1902, the W&CFRT leased the Waverly-Sumner portion of the old line. Construction of a short electrified line north from Denver commenced in 1903 to a connection with the CGW at Denver Jct. Trackage rights were obtained over the CGW from Denver Junction to Waverly, so that through service could be provided from Waterloo.

The first through train over this route was on December 7, 1903. Scheduled passenger service began six days later, when interurban cars operated to Denver Jct. and steam operated beyond. Freight service was completely steam powered. Shortly thereafter passenger operations were changed. Steam trains operated between Broadway and Conger Streets, Waterloo, and Sumner — eliminating the change at Denver Jct. Interurban cars continued serving the Waterloo — Denver segment.

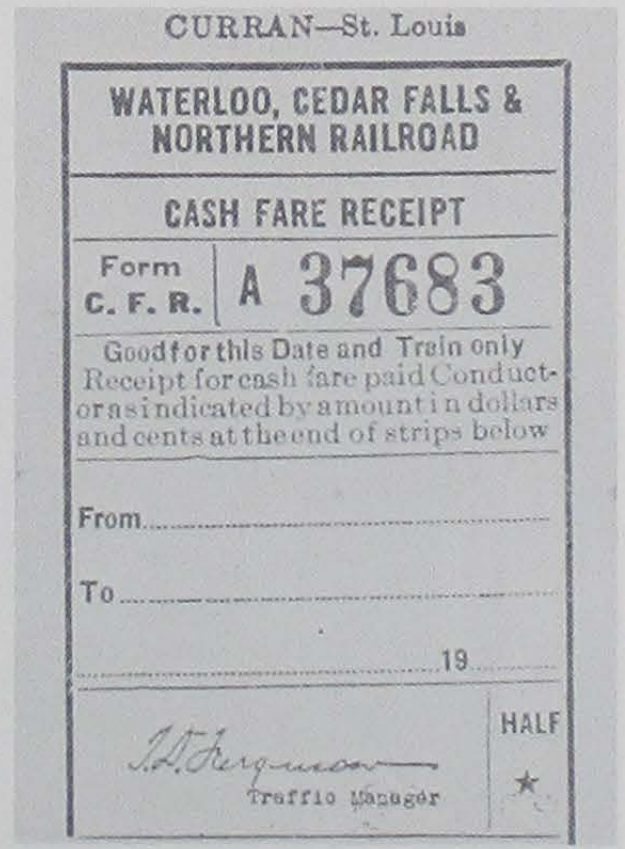
This arrangement terminated on August 1, 1909. WCF&N then decided to build their own line into Waverly from the point where the existing line turned north toward Denver Jct. In Waverly the tracks entered town on Bremer Avenue, crossed the Cedar River and terminated at a wye two blocks west of the river. On December 29, 1910 the first interurban car arrived in Waverly.

Patronage of the Waverly service never developed into a significant volume. There were only six trains daily in the early days and two in the later years. Street running in Waverly ended during October 1937. The cars then terminated at the end of the private right-of-way, near the Bremer County Courthouse. A wye was constructed about one-half mile toward Waterloo from the end of the line and Waverly-bound cars backed to rail's end.

Express traffic was a significant source of revenue on this branch. To handle this traffic a car was rebuilt with an unusually large baggage and express compartment. Known as the "Waverly Car", this distinction was bestowed to car 34 during the wood car era. When this car was scrapped in 1936, car 141 was rebuilt and operated in this service until 1950. Thereafter, a 100-series car (with small baggage compartment) provided service to Waverly. By 1952 there was only one daily roundtrip. The schedule was arranged so that one car could serve both the Cedar Rapids and Waverly lines.



Around 1905 car 14 is in service to Denver. This car was a former steam road observation car. Ed Frank Jr. Collection.



CURRAN—St. Louis

WATERLOO, CEDAR FALLS & NORTHERN RAILROAD

CASH FARE RECEIPT

Form C. F. R. A 37683

Good for this Date and Train only
Receipt for cash fare paid Conductor as indicated by amount in dollars and cents at the end of strips below

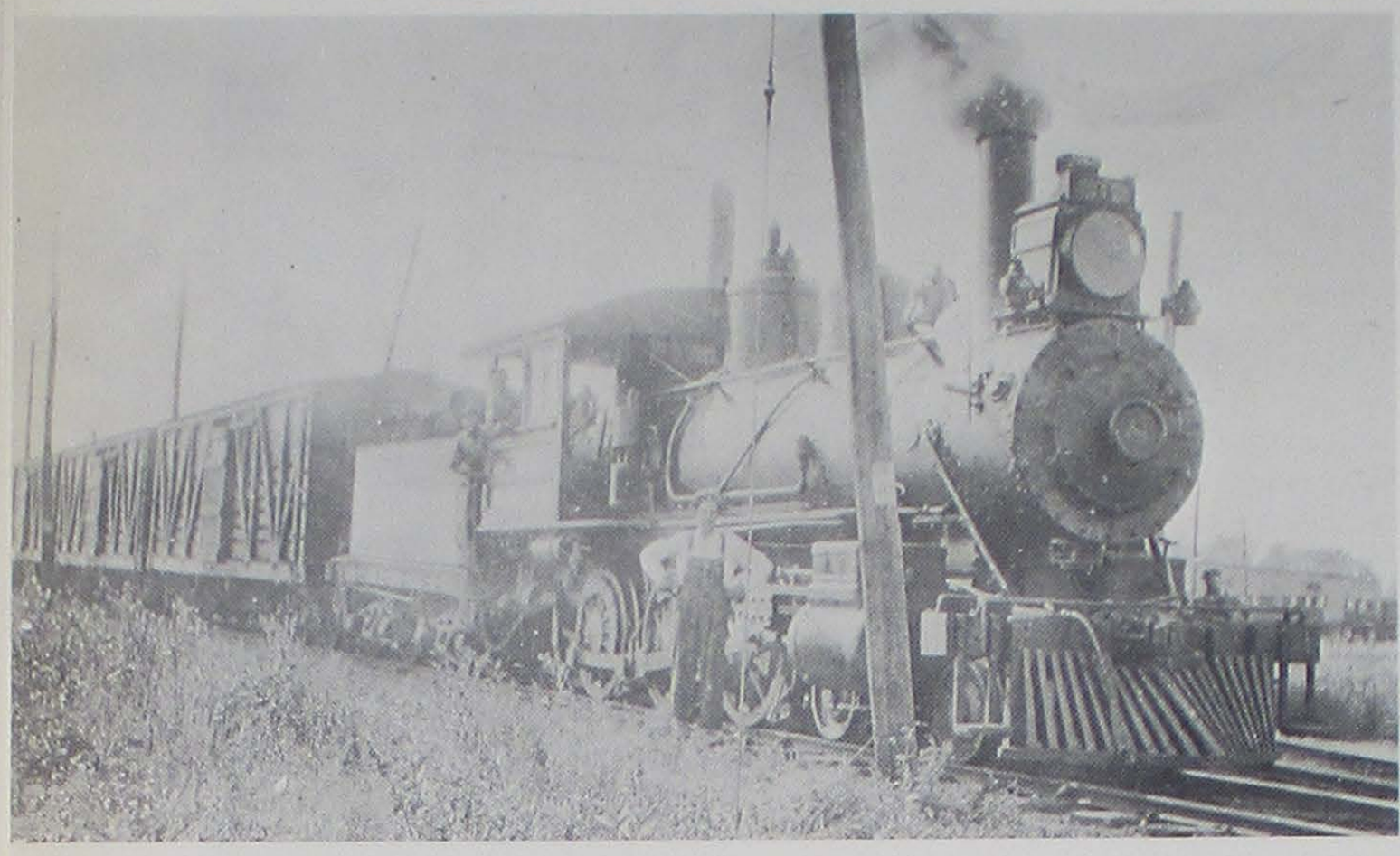
From.....

To.....

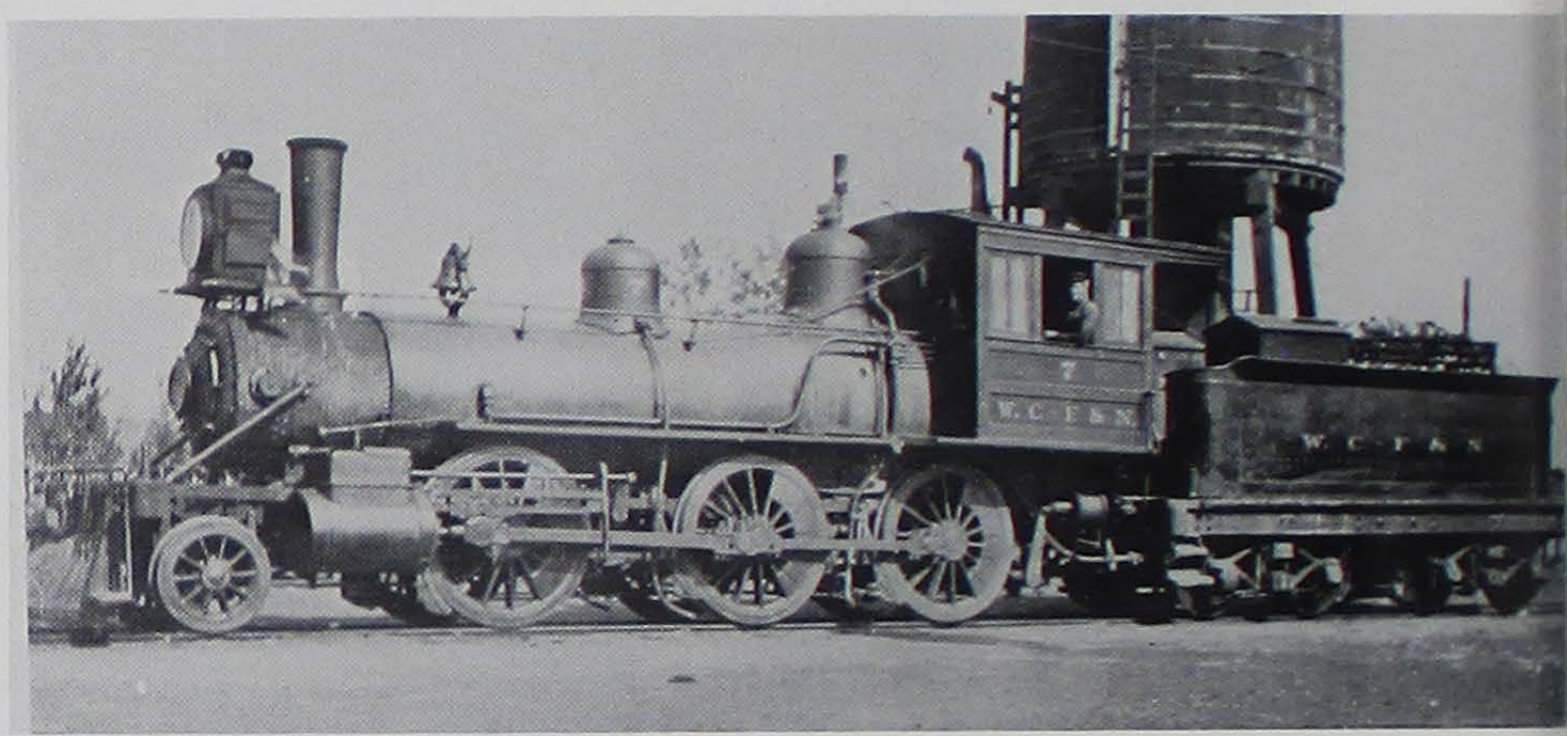
.....19.....

J. D. Ferguson
Traffic Manager

HALF ★

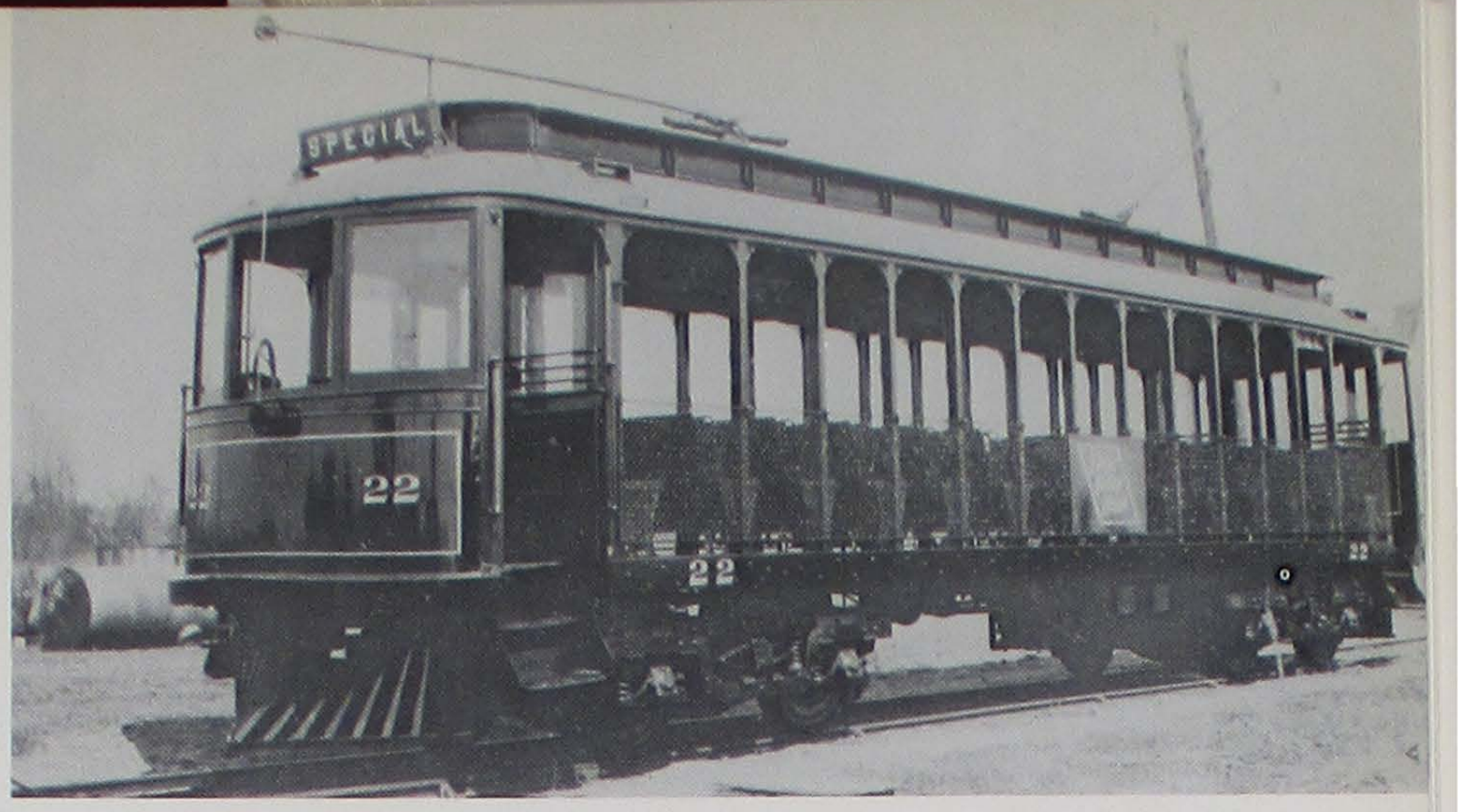


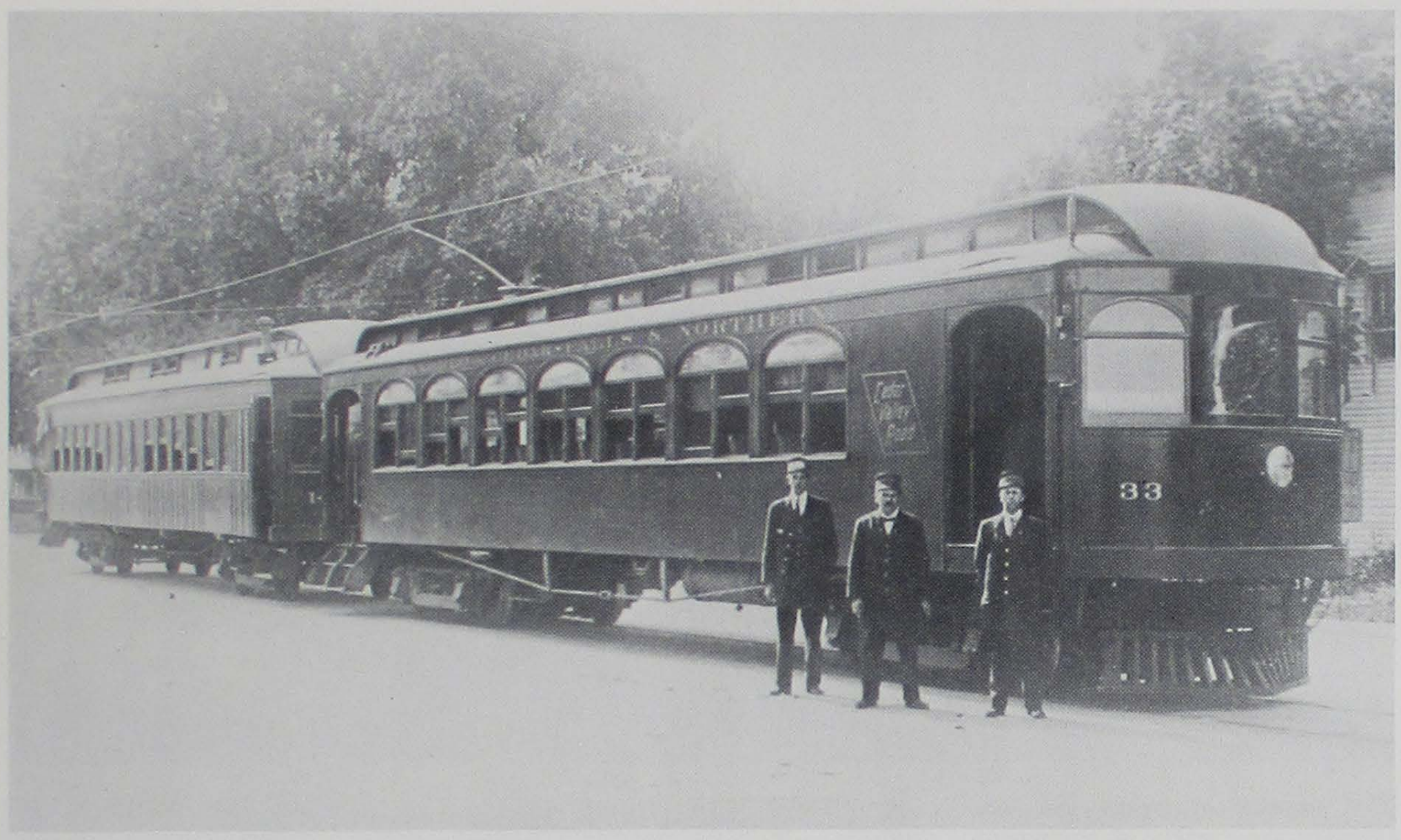
Steam operations had a definite influence on the WCF&N. Though used principally in freight service steam locomotives were used in passenger and work service. In work service they were used during electrification of existing lines and construction of new lines. Left: Locomotive number 8, a ten-wheeler is approaching the Rock Island Railroad interchange at La-Porte City in 1912. Also in 1912, number 7 is preparing to leave the service area in the Waterloo yard. Both photos R.D. Kimmel Collection from Robert J. Levis.

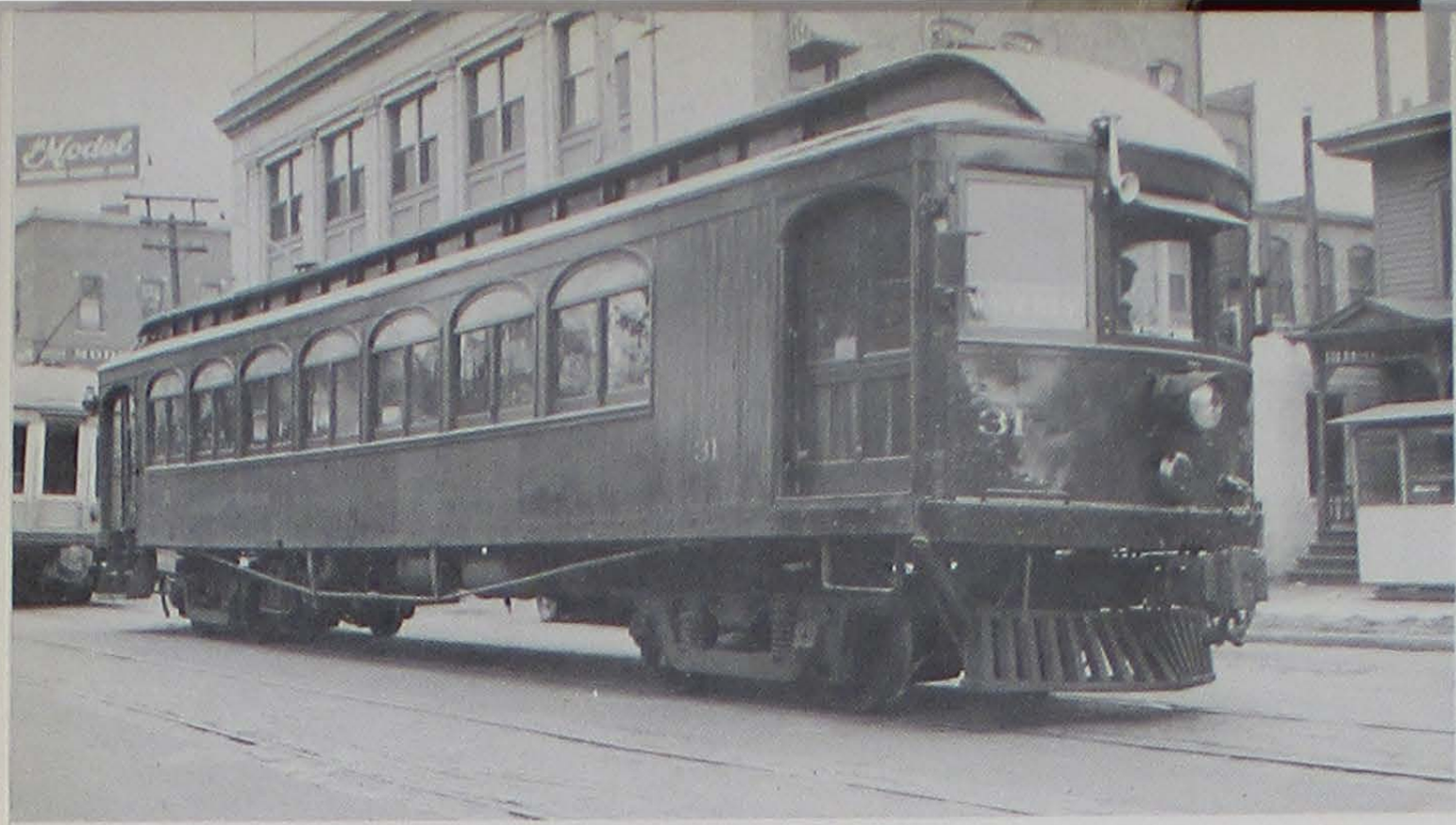


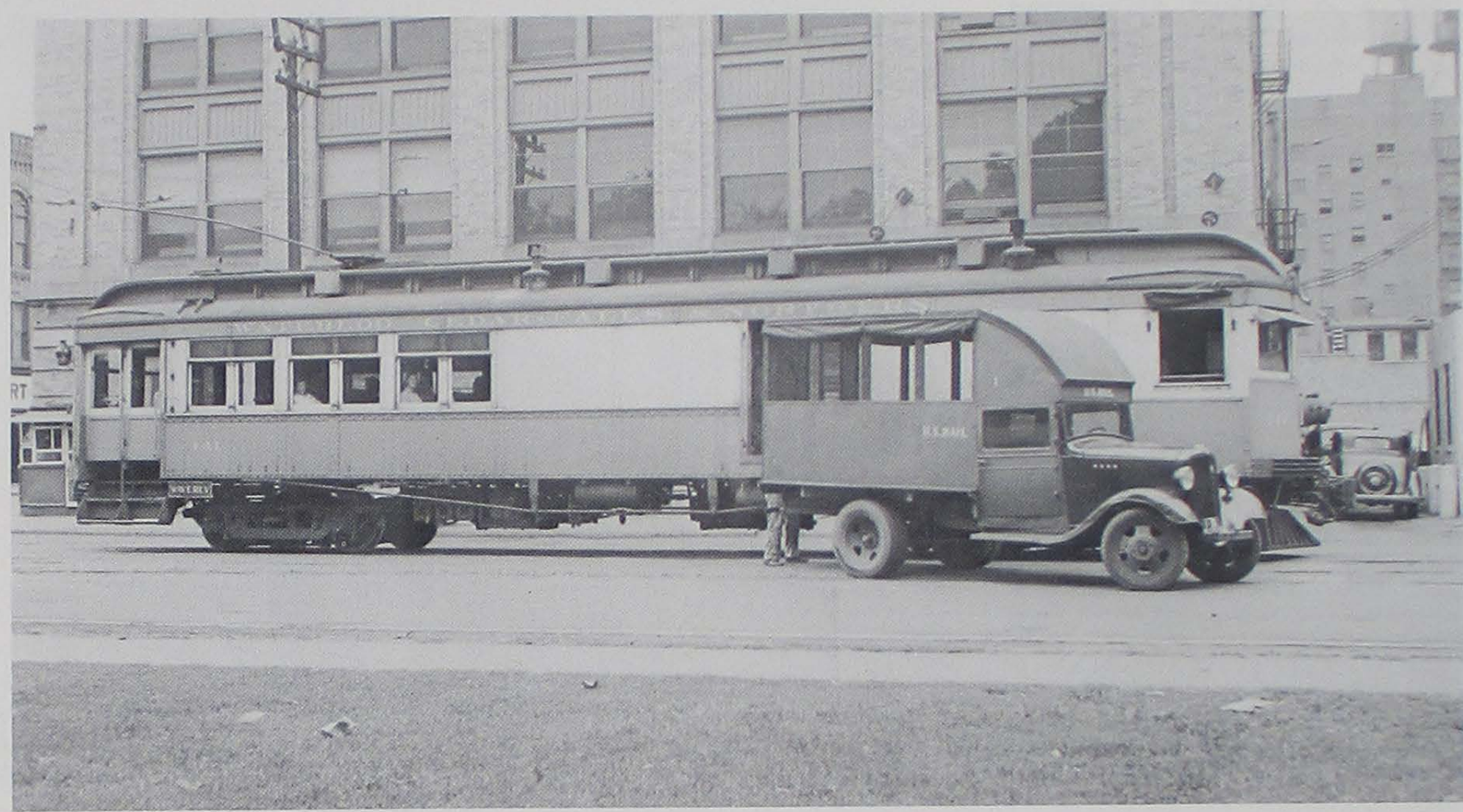
"Interurban" service to Cedar Falls was opened with two cars appropriately named "Waterloo" and "Cedar Falls". However, they came into their own when truly interurban operations commenced, in 1902, between Waterloo and Denver. Car 21 is shown in its original condition in 1897 at Pullman's plant on the south side of Chicago. George Krambles Collection.

A variety of equipment was used in the early Cedar Falls and Waverly service. Car 22 was originally built as a trailer for Cedar Falls service in 1897. Stephen D. Maguire Collection. **Originally hauled behind steam locomotives this open end observation car was later hauled by electric interurbans like 33.** Robert J. Levis Collection. **Combines 81 and 80 were originally operated to Cedar Falls.** State Historical Society of Iowa.



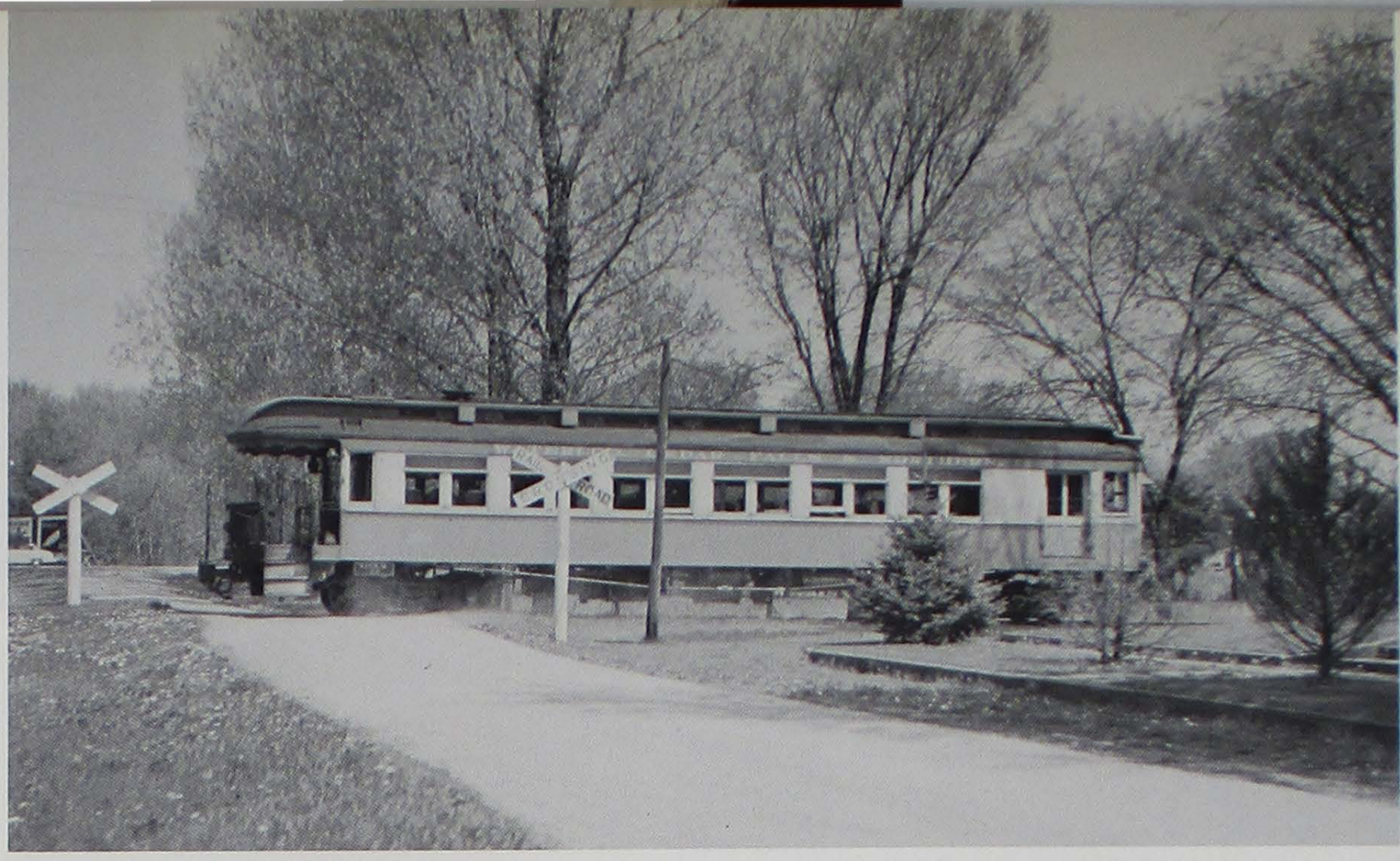






The passing of years did not mitigate the variety of equipment that found its way to Waverly. On May 7, 1935 car 31$ was loading passengers on Mulberry Street, Waterloo before leaving for Waverly. William C. Janssen photo. **In 1936 most of car 141 was rebuilt as a baggage compartment to reflect the ratio of baggage to passenger traffic. A year after its rebuilding the car is shown at the Waterloo Terminal.** Robert V. Mehlenbeck photo. **As it has done many times before en route from Waverly, car 102 crosses the Illinois Central mainline on September 18, 1949. However, on this particular occasion one of the prides of the fleet was deadheading between the yard and station in Waterloo.** William D. Middleton photo.

On Sunday June 9, 1935 Bill Janssen and Bob Mehlenbeck were enjoying their first trip to Iowa when Car 34 approached Knowles en route to Waverly. Robert V. Mehlenbeck photo. **Nearing the end of its service life, car 102 is operating as train number 35 to Waverly. On May 14, 1954, 102 is at Denver.** William D. Middleton photo from The Interurban Era. **Operating as train number 38, car 142 is en route from Waverly on August 18, 1949.** William D. Middleton photo.



Its handsome brass railing and scalloped awning still adorn the observation platform but the days of parlor car service and a la carte meals served from the kitchenette are long since gone. On May 14, 1954 train 36 is approaching Denver on the return trip to Waterloo. It was a leisurely ride to Waverly. The 21 mile trip consumed an hour during the early afternoon. At about 2:00 p.m. car 102 kicks up the dust at a gravel crossing. In a half hour the car will be in Waterloo. William D. Middleton photo from The Interurban Era. **A picture of the "Waverly Car" is an appropriate way to end this section. In 1943 car 141 is at the end of the line at the foot of Bremer Avenue, Waverly. The cars continued to the downtown area until October, 1937.** Robert J. Levis Collection.

CEDAR RAPIDS LINE

Cedar Rapids was the next objective in the expansion plans of the company. Construction from Waterloo commenced in July 1912. The line began as a continuation of the Linden streetcar line extending out Lafayette Street as far as Indiana Street, where the private right-of-way to Cedar Rapids began.

Enroute the Cedar River was crossed at Elk Run on a seven span reinforced concrete arch bridge. By November tracklaying had progressed beyond Gilbertville and was within four miles of LaPorte City. On December 22 the new line was placed in operation to LaPorte City. At LaPorte City the mainline was on the edge of town. Trackage across the Rock Island and into town was constructed. Through service was provided between Waverly and LaPorte City.

In the spring of 1913, construction resumed. The major structure was another crossing of the Cedar River. A concrete bridge, identical to the one at Elk Run, except that nine spans were required, was constructed. The line opened to Brandon on September 28 and to Urbana on December 7. Some grading was also done beyond Urbana, but the rails ended there for the winter.

Service to Center Point began on June 21, 1914. By the middle of August, rails extended to Cedar Rapids. Trolley wire was not too far behind, as on September 14, operations began all the way to Cedar Rapids. At Cedar Rapids a connection was made with the Cedar Rapids & Marion City Railway on 10th Street. Tracks of that company, along with those of the Cedar Rapids & Iowa City Railway (Crandic) were

used to reach downtown Cedar Rapids and the Crandic station. A yard and a depot were constructed on the north side of Cedar Rapids at a point called Shaver. It was principally a freight facility.

It is interesting to note that from September 28, 1913 to June 21, 1914, the Waverly-LaPorte City through service continued. In addition, as the line forged onward during this period, trains ran from Waterloo to the end of the track at Brandon, Urbana and Center Point, respectively. Through service from Waverly was discontinued when service into Cedar Rapids was inaugurated.

An equipment shortage was the major problem when the new line was completed. Any available interurban car was pressed into service including two cars leased from the Crandic.

Finally, in late December, the seven steel cars which were being built expressly for the line arrived from McGuire-Cummings. Two of them, though, were damaged in a switching mishap at Cedar Rapids and were returned to the builder for repairs. Of the seven cars, four were combined baggage-coaches cars while the other three were parlor-observation cars complete with a small kitchenette from which buffet service was offered.

The combines, numbered 140—143, were run separately or as the lead car of a two-car train with one of the parlor cars, numbered 100—102, bringing up the rear. The parlor cars were rather unique in the fact that they were built with traction motors, but no control cabs. The parlor cars were staffed with a porter and featured parlor seating, writing desks (of course, WCF&N stationery was provided), food and drink, and a brass-railed open observation platform at the rear.

The changeover to 1300 volt trolley took place on February 25, 1915, following a complete revision of the substations. Power at 650 volts remained in the Waterloo terminal district and on the Cedar Falls and Waverly lines. Operation within Cedar Rapids over CR&MC and Crandic trackage was necessarily at the 650 volt trolley pressure used by those companies. The steel interurbans, as well as the 30-class wooden combines, were equipped to run on either voltage, although only at half speed on the 650 volt lines. The steel cars were regularly used on the limited trains. The 30-class wooden combines, occasionally towing a trailer, held down the local schedules.

New station facilities were opened at each end of the line. On December 31, 1915 the Union Interurban Station was opened at 2nd Street and 4th Avenue, Cedar Rapids. This facility was used jointly with the Crandic. In May 1917 a new Waterloo depot and general office building opened at Elm and Mulberry Streets.

Parlor car services were discontinued during World War I. The 100-series cars were rebuilt with operating cabs, baggage compartments and mostly coach seating. The steel car fleet suffered the loss of car 143 in November 1920, when a fire resulting from an overheated stove reduced the car to its frame.

Special party movements of Pullman cars were occasionally operated over the Cedar Rapids District. On May 18, 1922 a four-car "Shriners Special" of CGW passenger equipment was handled from Cedar Rapids to Waterloo behind electric locomotive number 183. At Waterloo the train was turned over to CGW. On May 21, 1924 a twelve-car train of steam-road equipment operated between Cedar Rapids and Waterloo behind two 180-class locomotives. The occasion for such an unusual movement was a tour of the Milwaukee Association of Commerce.

On a regular basis, the WCF&N and the Chicago & North Western Railway provided coordinated schedules between Waterloo and Chicago. Certain WCF&N trains made connections with C&NW trains at Cedar Rapids, where their respective depots were only one block apart. Interline ticket service with various steam roads was provided by WCF&N to its passengers.

In the 1920's the company started motor bus operation with routes to Independence, Dubuque, and Mason City. These routes did not last long; however, a route was later established between Waterloo and Cedar Rapids that lasted until the bus operations were sold in 1953. The buses took a somewhat different route than the interurbans, thus giving service to one or two alternate intermediate points.

In 1928 the traditional green color of the interurban cars gave way to a blue and grey livery which was similar to that of Crandic. This scheme lasted only a few years before being replaced with the orange and cream livery that lasted until the end. The in-town LaPorte City depot was closed in February 1928 and replaced by a new facility on the mainline at the edge of town. This eliminated the cumbersome detour to the depot and back to the mainline. Scheduled service was reduced during the depression of the 1930's as riding fell off. By 1936, rail service to Cedar Rapids was down to three round trips daily, a far cry from the dozen when the line was opened.

Operation into downtown Cedar Rapids ended on December 4, 1939 when a new station, formerly a private residence at 10th Street and Avenue A, entered service. This change was precipitated by the abandonment of Crandic streetcar operation a few days earlier.

A 13-track crossing with the C&NW and other problems inherent in street running no doubt influenced the decision to terminate away from the city center. Connecting service for through passengers riding the six daily passenger trains was provided by taxi to the downtown rail and bus depot.

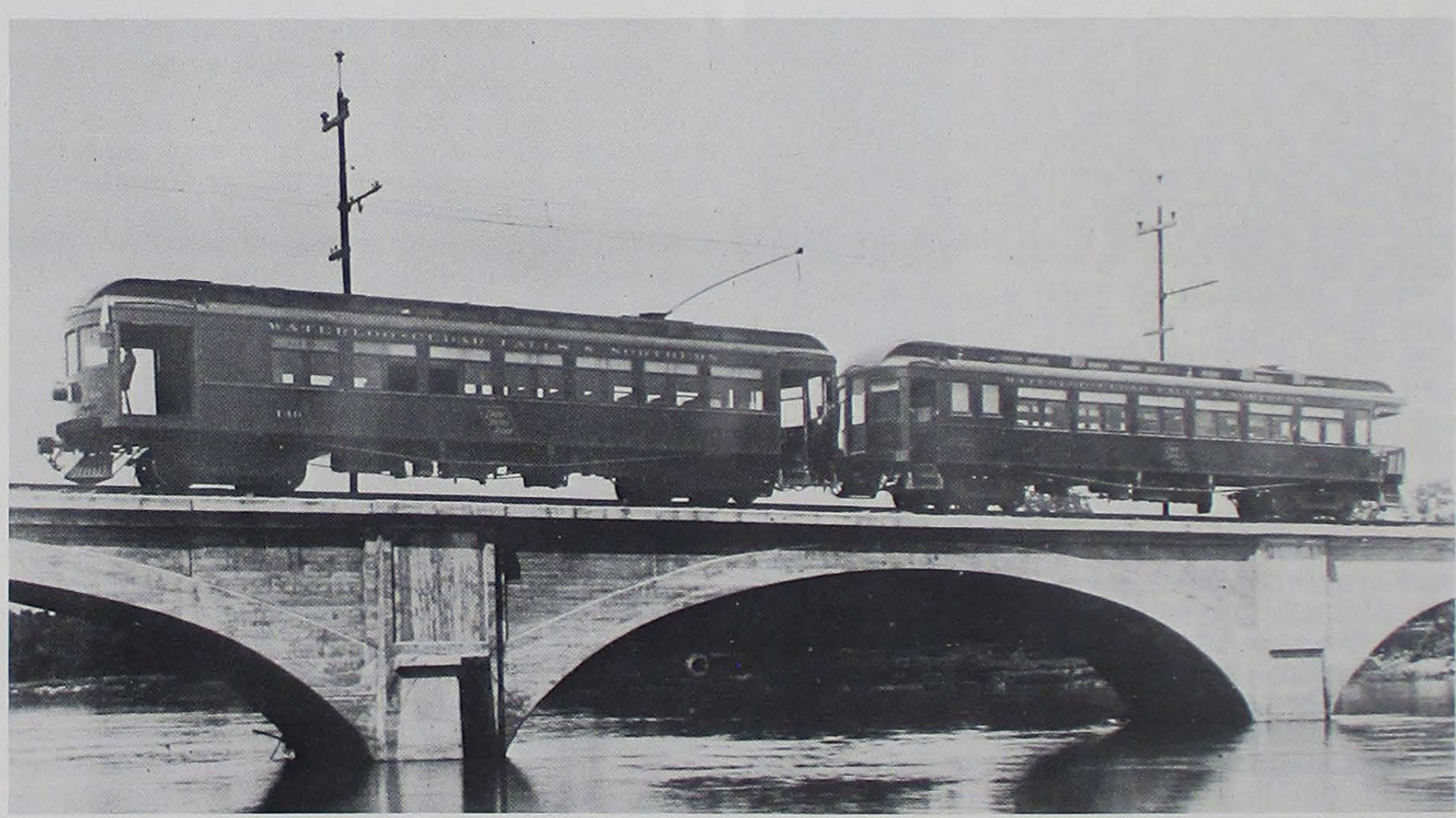
By 1940 the company's 25-cycle generating station in Waterloo was obsolete. Renewal of the equipment was not considered prudent; therefore, 60-cycle commercial power was purchased.

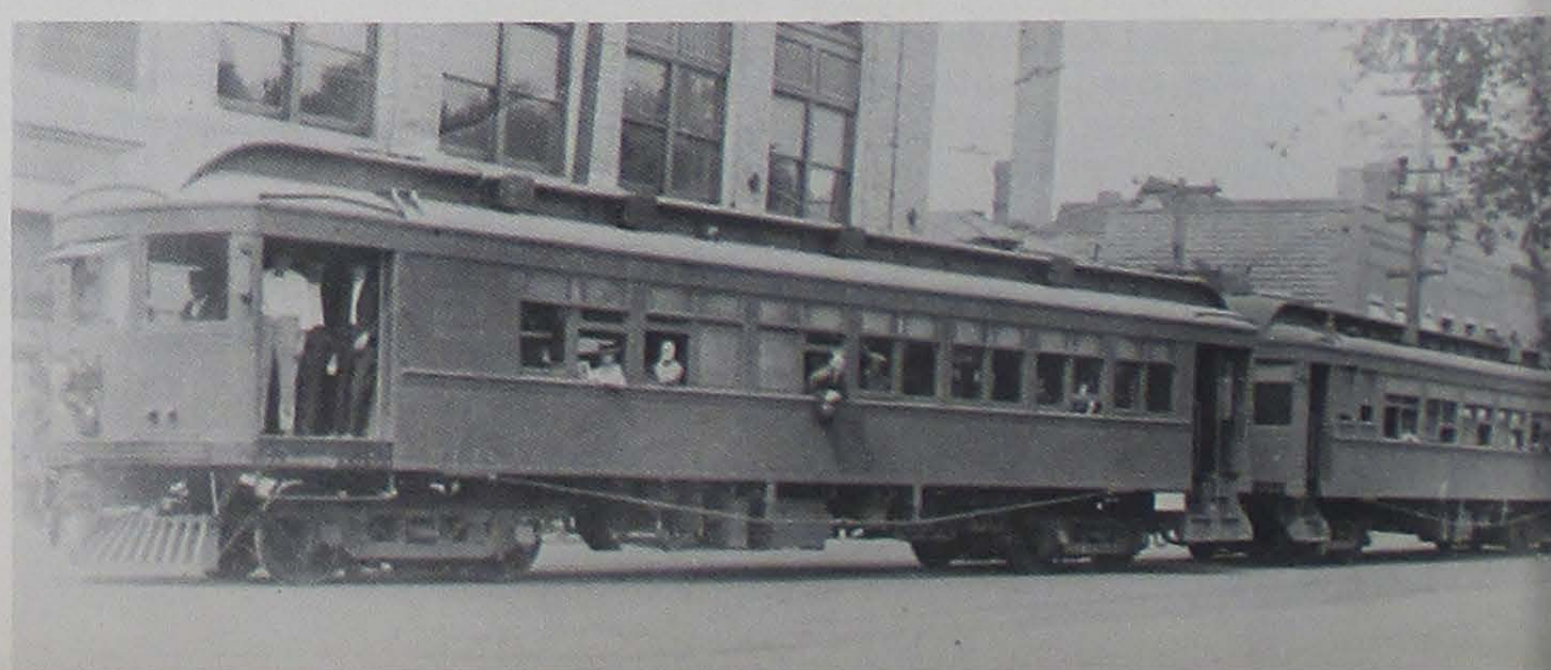
Substation replacement was necessary. Convertors, some of which had once powered the Cincinnati & Lake Erie Railroad in Ohio, were purchased, along with some new equipment. Voltage was raised to 1400 volts and new substations were built. The new higher line voltages yielded higher speeds and it was not unusual for a 100-class car to reach 70-mph on the Cedar Rapids district.

In 1941 the Waterloo carbarn was converted to an all-bus facility and the interurbans and city streetcars began working out of the shops. World War II and the accompanying restrictions on the use of private automobiles brought some people back from the highways. By now all the old wooden equipment had been scrapped and only the six remaining steel cars were on the roster. Car 141 had been previously rebuilt for Waverly service and its passenger carrying capacity was minimal. Thus, only five cars were available for Cedar Rapids service. Two-car trains again became commonplace on the Cedar Rapids line. As the war years wore on, motors were removed from cars 102 and 142 to provide spare motors for the other cars. After the War, these cars were converted back to their normal status.

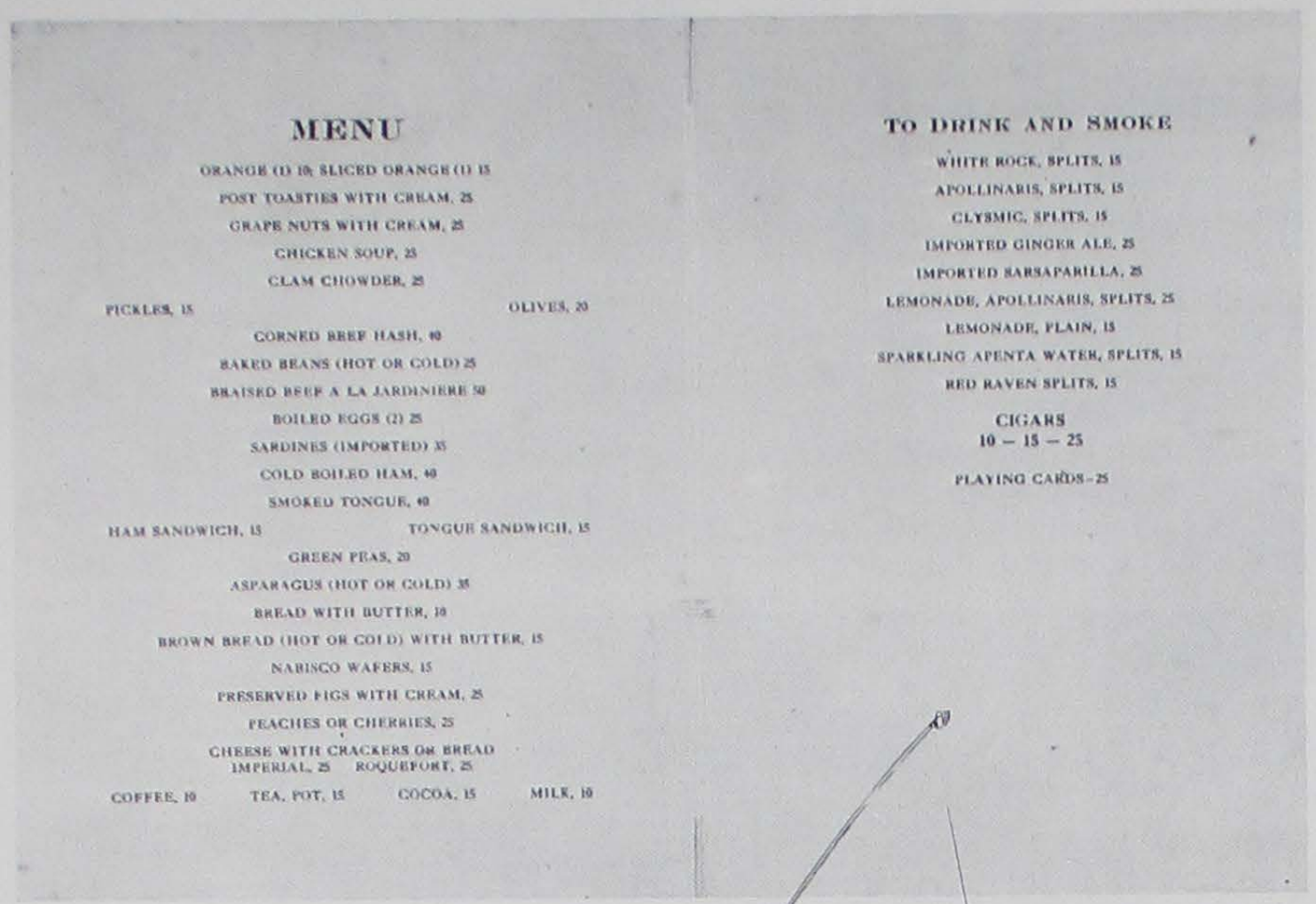
On December 5, 1948 use of the Lafayette Street trackage in Waterloo was discontinued. Cedar Rapids trains then began to make a half-circle around Waterloo as they left in a northwesterly direction on Mulberry Street along with Waverly interurbans and Cedar Falls streetcars. Upon reaching Double Track jct., trains to Cedar Rapids headed north up the beltline, crossed the IC mainline at West Tower, then turned east past the shops before finally turning southeast on the beltline toward Cedar Rapids. After crossing the IC West Tower, Cedar Rapids cars were headed toward Waverly. They then backed into the Beltline and into a new wye that was constructed nearby. Waverly cars did not wye as the beltline joined the Waverly line continuously. Another wye had previously been built about a block from the downtown terminal building.

With the steady decline in riding, the 140-class cars had become surplus by the early 1950's and were withdrawn from regular service. The three 100-class cars easily accommodated scheduled service. By the summer of 1952, there was only one daily roundtrip on the Waverly line. Cedar Rapids schedules called for one daily round trip, with an additional round trip on Fridays, Saturdays, and Sundays. The schedule was so arranged that, even on weekends, one car could provide all scheduled service. By early 1954, car 141 was working as a service car and the other two 140's had been sold for scrap.





Few pictures exist of the 100 series cars in their original use which was strictly to train with the 140 series. Above: 140 and 101 pose on the Elk Run Bridge shortly after delivery. James S. Levis Collection. **Right: A two car train led by 140 leaves Waterloo.** Robert V. Mehlenbeck



MENU

ORANGE (1) 10; SLICED ORANGE (1) 15
POST TOASTIES WITH CREAM, 25
GRAPE NUTS WITH CREAM, 25
CHICKEN SOUP, 25
CLAM CHOWDER, 25
PICKLES, 15 OLIVES, 20
CORNED BEEF HASH, 40
BAKED BEANS (HOT OR COLD) 25
BRAISED BEEF A LA JARDINIERE 50
BOILED EGGS (2) 25
SARDINES (IMPORTED) 35
COLD BOILED HAM, 40
SMOKED TONGUE, 40
HAM SANDWICH, 15 TONGUE SANDWICH, 15
GREEN PEAS, 20
ASPARAGUS (HOT OR COLD) 35
BREAD WITH BUTTER, 10
BROWN BREAD (HOT OR COLD) WITH BUTTER, 15
NABISCO WAFERS, 15
PRESERVED FIGS WITH CREAM, 25
PEACHES OR CHERRIES, 25
CHEESE WITH CRACKERS OR BREAD
IMPERIAL, 25 ROQUEFORT, 25
COFFEE, 10 TEA, POT, 15 COCOA, 15 MILK, 10

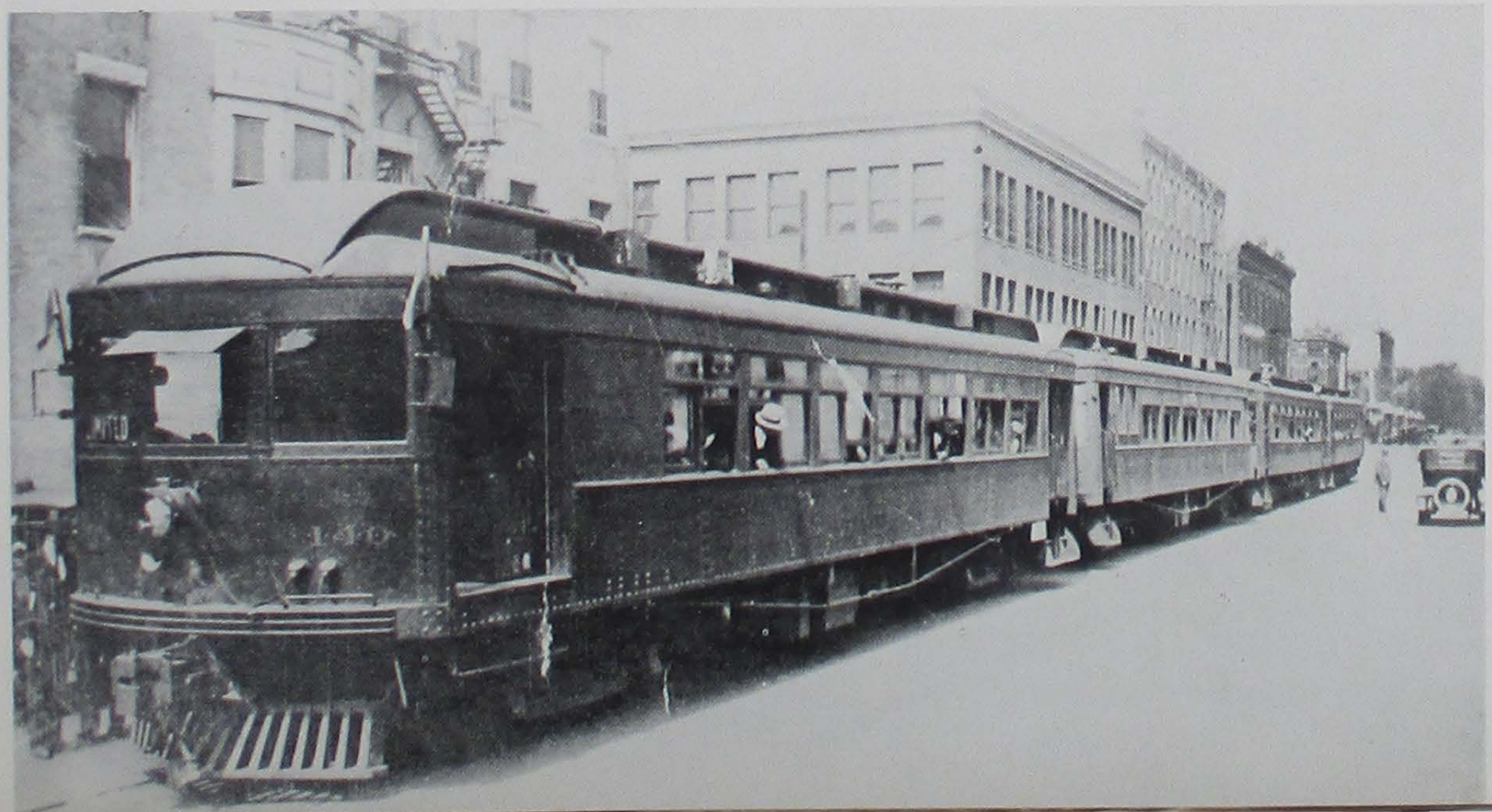
TO DRINK AND SMOKE

WHITE ROCK, SPLITS, 15
APOLLINARIS, SPLITS, 15
CLYSMIC, SPLITS, 15
IMPORTED GINGER ALE, 25
IMPORTED SARSAPARILLA, 25
LEMONADE, APOLLINARIS, SPLITS, 25
LEMONADE, PLAIN, 15
SPARKLING APENTA WATER, SPLITS, 15
RED RAVEN SPLITS, 15

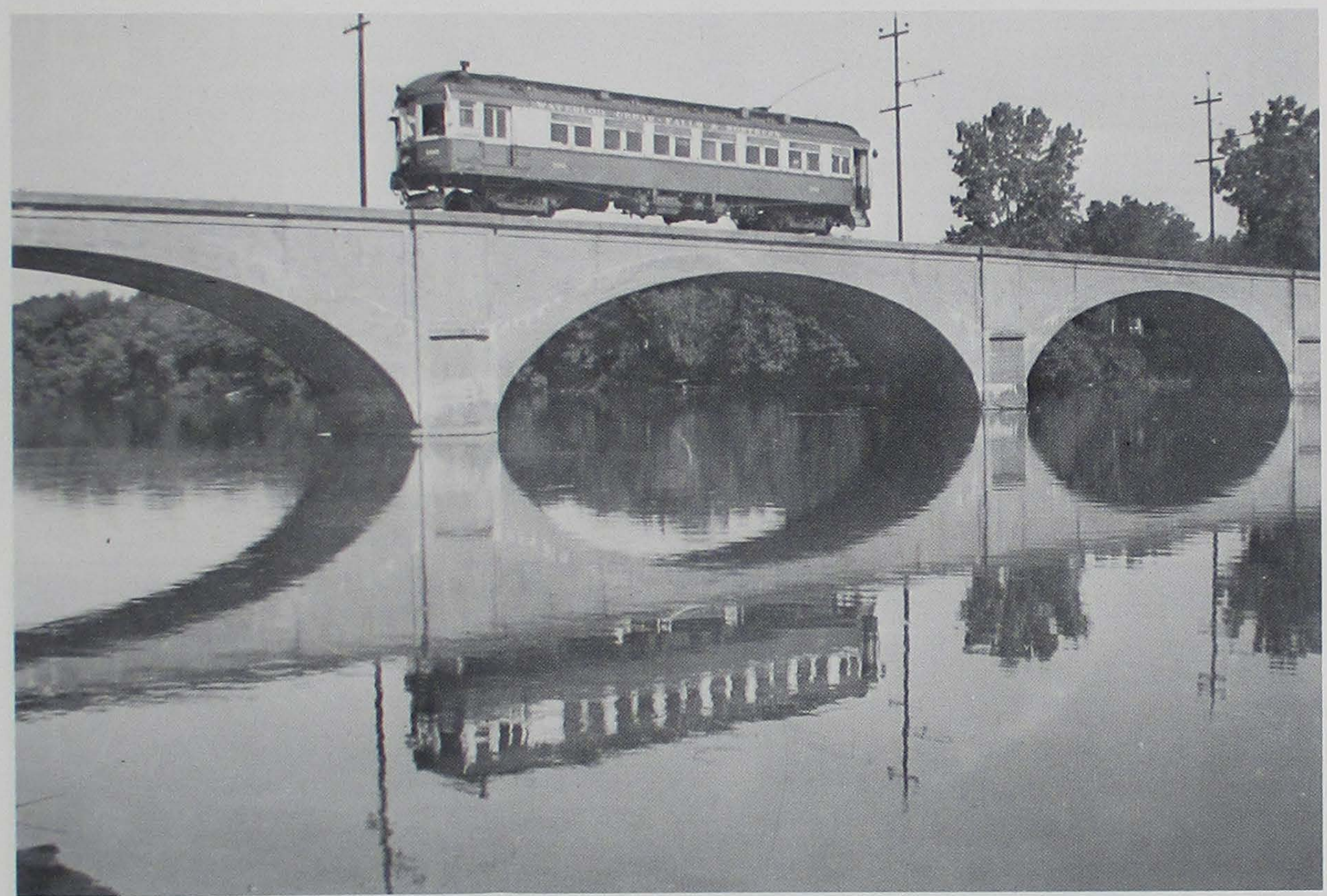
CIGARS
10 — 15 — 25

PLAYING CARDS—25

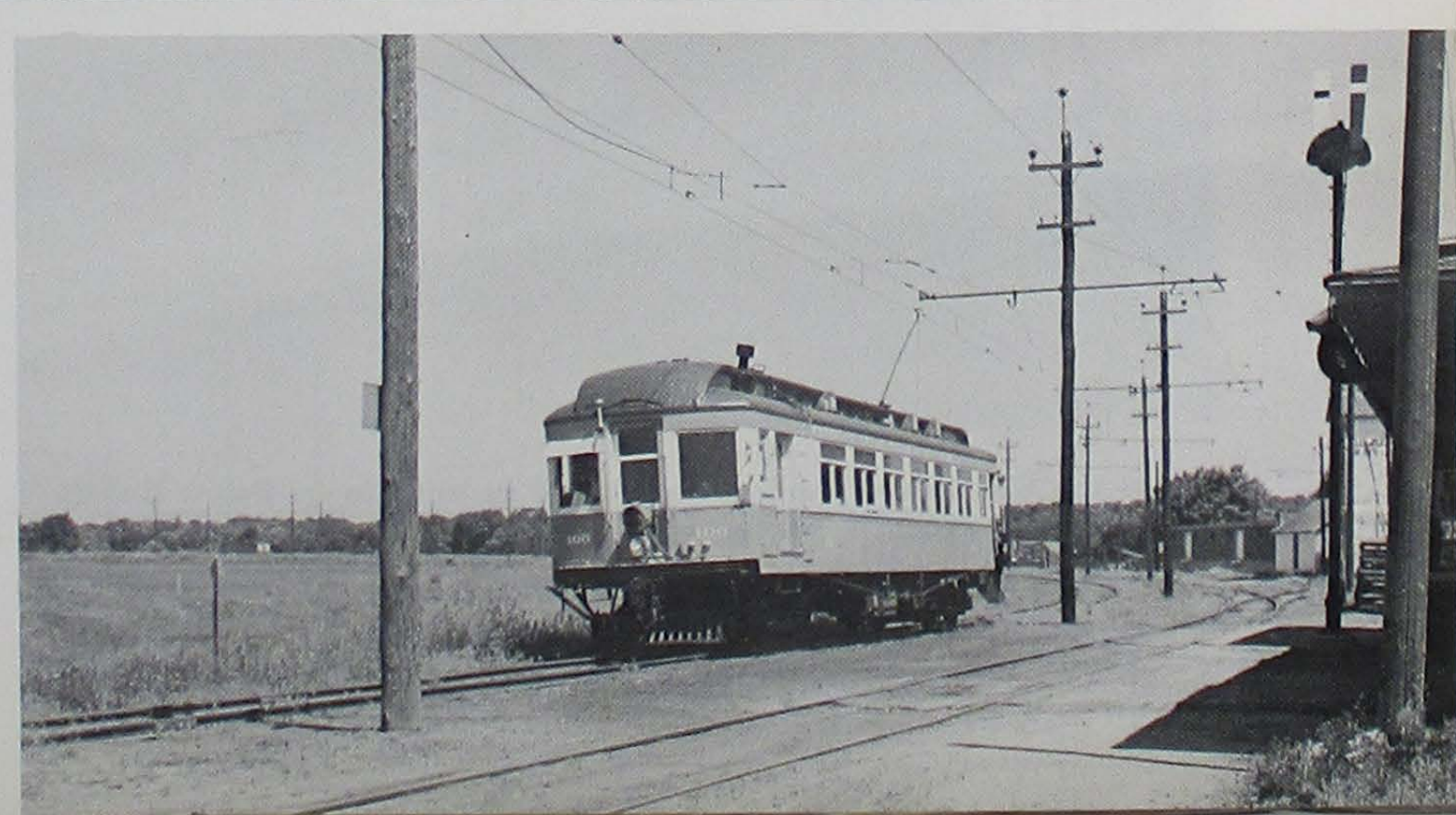
In 1974 it is hard to imagine that a four-car train was needed during the World War I era to make the 64-mile trip to Cedar Rapids. Car 140 leads a 100 series car and two wooden trailers down Lafayette Street, Waterloo. The reader should compare subsequent photos to appreciate the esthetics of the original design of these parlor-observation cars. Photo, timetable and menu from the Robert J. Levis Collection.



The diversity of the WCF&N's operation is shown by a freight locomotive drawing the company's 5 wooden trailers down Lafayette St., Waterloo followed by a single truck streetcar. The train was for a 1916 baseball excursion. Robert J. Levis Collection. **Two car train operation was common during World War II. Middle: 100 leads 102 off 4th Street onto Mulberry.** Stephen D. Maguire Collection. **Automobiles and interurban cars compete on 4th Street, Waterloo.** Robert J. Levis



Top: Car 140 is approaching the ICRR beltline on Lafayette near Fowler. Frank E. Butts photo. **Just beyond Belt Junction is the Elk Run Bridge with 100 running for the last time on June 2, 1956 for a combined CERA and Iowa Chapter NRHS trip four months after regular service ended.** Robert J. Levis photo. **Car 100 is operating southbound at Gilbertville on June 5, 1949.** William C. Janssen photo.



WATERLOO, LA PORTE CITY, URBANA, CENTER POINT AND CEDAR RAPIDS

	Mls.	†2	†4	16	18	20	22
Waterloo .....Leave	0	*7:00 AM	*10:10 AM	*1:10 PM	*4:12 PM	*6:30 PM	*9:45 PM
Gilbertville	8.72	7:23 AM	10:31 AM	1:34 PM	4:35 PM	6:53 PM	10:09 PM
Burk	12.18	7:29 AM	10:36 AM	1:40 PM	4:41 PM	6:59 PM	10:15 PM
La Porte City	16.46	7:36 AM	10:42 AM	1:49 PM	4:48 PM	7:06 PM	10:22 PM
Lamb	19.86	7:42 AM	10:47 AM	1:55 PM	4:54 PM	7:12 PM	10:28 PM
Glory (Hawkeye Quarries).....	22.26	7:47 AM	10:52 AM	2:01 PM	4:59 PM	7:17 PM	10:33 PM
McChane	22.89	7:48 AM	10:53 AM	2:02 PM	5:00 PM	7:18 PM	10:34 PM
Brandon	26.48	7:55 AM	10:59 AM	2:12 PM	5:07 PM	7:25 PM	10:42 PM
Cheney	32.63	8:07 AM	11:09 AM	2:24 PM	5:19 PM	7:37 PM	10:52 PM
Urbana	35.89	8:13 AM	11:13 AM	2:32 PM	5:25 PM	7:43 PM	10:58 PM
Center Point	41.64	8:22 AM	11:21 AM	2:42 PM	5:34 PM	7:52 PM	11:07 PM
Lafayette	47.76	8:32 AM	11:30 AM	2:52 PM	5:44 PM	8:02 PM	11:17 PM
Robins	53.22	8:41 AM	11:38 AM	3:00 PM	5:53 PM	8:11 PM	11:26 PM
Shaver	58.45	8:48 AM	11:46 AM	3:08 PM	6:00 PM	8:18 PM	11:33 PM
Cedar Rapids .....Arrive	60.39	9:00 AM	12:00 M	3:20 PM	6:12 PM	8:30 PM	11:45 PM

	Mls.	†1	†3	15	17	19	21
Cedar Rapids .....Leave	0	*7:00 AM	*10:05 AM	*1:10 PM	*4:15 PM	*6:30 PM	*9:35 PM
Shaver	1.94	7:13 AM	10:18 AM	1:25 PM	4:28 PM	6:43 PM	9:48 PM
Robins	7.17	7:21 AM	10:26 AM	1:33 PM	4:36 PM	6:51 PM	9:56 PM
Lafayette	12.63	7:30 AM	10:34 AM	1:42 PM	4:44 PM	7:00 PM	10:05 PM
Center Point	18.75	7:40 AM	10:43 AM	1:55 PM	4:53 PM	7:10 PM	10:15 PM
Urbana	24.50	7:49 AM	10:53 AM	2:05 PM	5:02 PM	7:19 PM	10:24 PM
Cheney	27.76	7:55 AM	10:58 AM	2:11 PM	5:07 PM	7:25 PM	10:30 PM
Brandon	33.91	8:07 AM	11:10 AM	2:25 PM	5:19 PM	7:37 PM	10:42 PM
McChane	37.50	8:13 AM	11:16 AM	2:31 PM	5:25 PM	7:43 PM	10:48 PM
Glory (Hawkeye Quarries).....	38.18	8:14 AM	11:17 AM	2:32 PM	5:26 PM	7:44 PM	10:49 PM
Lamb	40.53	8:19 AM	11:22 AM	2:37 PM	5:31 PM	7:49 PM	10:54 PM
La Porte City	44.15	8:25 AM	11:28 AM	2:45 PM	5:37 PM	7:55 PM	11:00 PM
Burk	48.21	8:31 AM	11:34 AM	2:51 PM	5:43 PM	8:01 PM	11:06 PM
Gilbertville	51.67	8:37 AM	11:40 AM	2:57 PM	5:49 PM	8:07 PM	11:12 PM
Waterloo .....Arrive	60.39	9:00 AM	12:03 PM	3:20 PM	6:12 PM	8:30 PM	11:35 PM

† Limited. * Daily.

WATERLOO AND WAVERLY

READ DOWN 37	35	Mls.	STATIONS Leave	Arrive	READ UP 36	38
*1:15 PM	*7:30 AM	0	..... Waterloo	.....	9:45 AM	4:00 PM
1:30 PM	7:42 AM	.....	.....West Tower	.....	9:32 AM	3:47 PM
1:37 PM	7:48 AM	5.85	..... County	.....	9:25 AM	3:40 PM
1:42 PM	7:52 AM	7.88	..... Farmer	.....	9:20 AM	3:35 PM
1:45 PM	7:55 AM	9.23	..... Knowles	.....	9:17 AM	3:32 PM
1:55 PM	8:05 AM	13.32	..... Denver	.....	9:07 AM	3:22 PM
2:06 PM	8:17 AM	18.43	..... Rust	.....	8:55 AM	3:10 PM
2:20 PM	8:30 AM	22.09	Ar... Waverly	..Lv.	*8:45 AM	*3:00 PM

* Daily.

WATERLOO AND CEDAR FALLS

Cars leave Waterloo for Cedar Falls at 10 and 40 minutes after the hour, 6:10 AM until 11:40 P.M.

Cars leave Cedar Falls for Waterloo at 5 and 35 minutes after the hour, 6:05 A.M. until 12:05 A.M.

Service starts one hour later Sunday.

BETWEEN WATERLOO AND CHICAGO

STATIONS				
Waterloo	Leave	7:00 AM	*10:10 AM	*9:45 PM
Cedar Rapids	Leave	9:00 AM	12:00 M	11:45 PM
Cedar Rapids, C. & N. W...	Leave	9:00 AM	2:10 PM	12:55 AM
Chicago	Arrive	2:10 PM	7:45 PM	7:00 AM

STATIONS			
Chicago	Leave	*10:30 AM	*12:30 AM
Cedar Rapids, C. & N. W.....	Arrive	3:40 PM	6:35 AM
Cedar Rapids	Leave	4:15 PM	7:00 AM
Waterloo	Arrive	6:12 PM	9:00 AM

* Daily.

BETWEEN WATERLOO AND DENVER, LOS ANGELES AND SAN FRANCISCO

Fast service from Waterloo to Denver, Colo., Los Angeles and San Francisco—Lv. Waterloo 1:10 PM, Ar. Cedar Rapids 3:40 PM, Lv. Cedar Rapids 3:40 PM, Ar. Denver Colo., 1:15 PM following day, Ar. Los Angeles 10:00 PM second day, Ar. San Francisco 10:50 PM second day via C. & N. W.—Union Pacific.

BETWEEN CEDAR RAPIDS AND MINNEAPOLIS

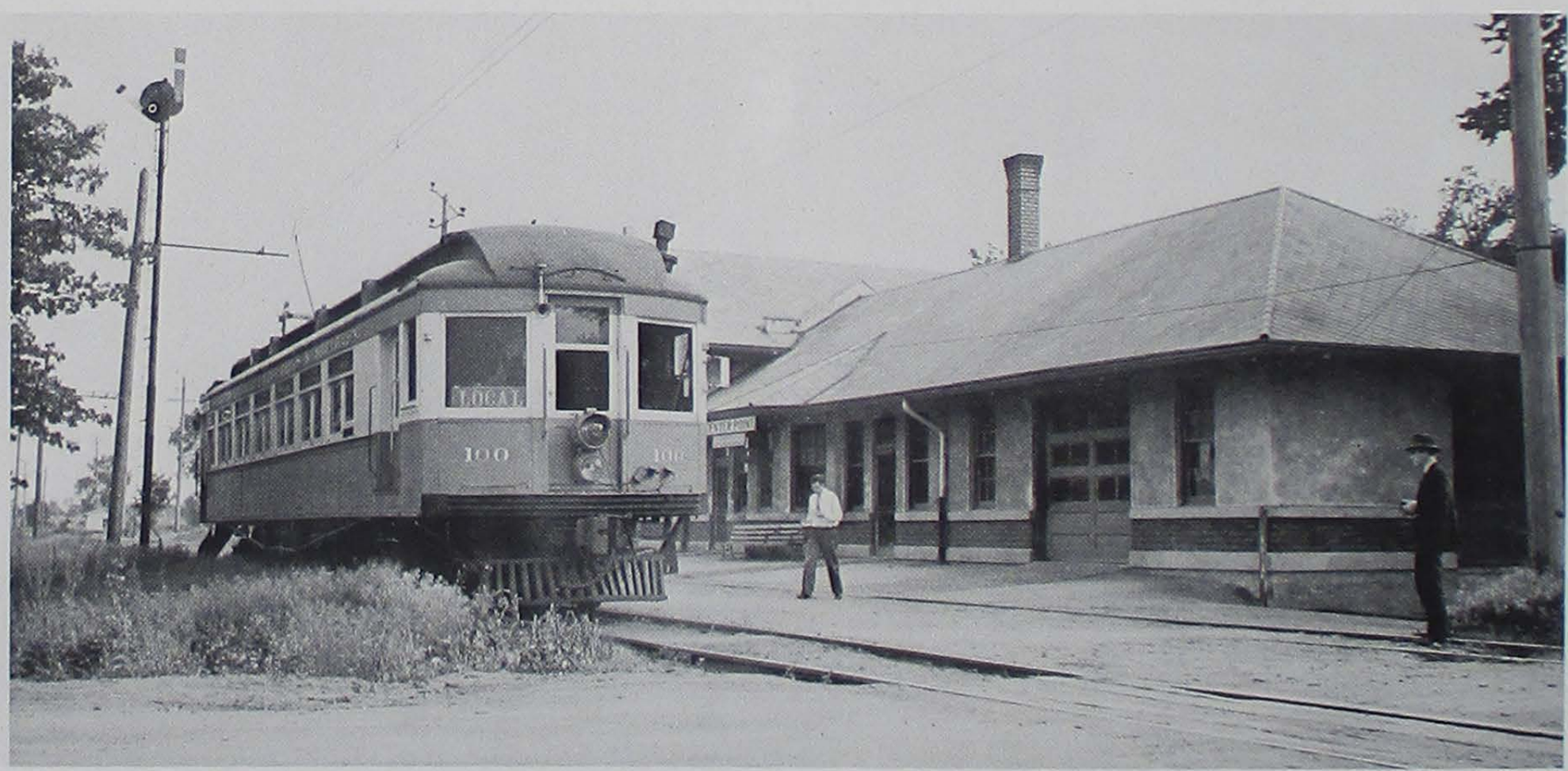
READ DOWN	STATIONS		READ UP
*9:35 PM	Leave..Cedar Rapids via W. C. F. & N...	Arrive	11:45 PM
11:35 PM	Arrive..... Waterloo	Leave	9:45 PM
2:55 AM	Leave.....Waterloo via C. G. W.....	Arrive	9:45 PM
8:10 AM	Arrive..... St. Paul	Leave	3:30 PM
8:45 AM	Arrive..... Minneapolis	Leave	*3:00 PM

* Daily.

BETWEEN CEDAR RAPIDS, FT. DODGE AND SIOUX CITY

STATIONS		
Sioux City	Leave	*6:30 AM
Fort Dodge	Leave	11:00 AM
Waterloo via Ill. Cent.	Arrive	2:05 PM
Waterloo	Leave	4:12 PM
Cedar Rapids	Arrive	6:12 PM

* Daily.



In 1937 the well-dressed railfan was attired in suit, tie and hat. Bill Janssen is photographing 100 at Center Point. Robert V. Mehlenbeck photo. **Time table issued January 9, 1935.** Joseph M. Canfield Collection.

To meet the World War II demand, the 140 series were coupled back to back as they did not have train doors in front. Cars 140 and 142 are pictured at Center Point. Robert J. Levis Collection. **Cars 140 and 102 are in a more conventional order at Center Point on September 1, 1946.** William C. Janssen photo. **Operating timetable number 43 was effective at 12:01 a.m. Monday, June 16, 1952.** Robert J. Levis Collection.

2 CEDAR RAPIDS DISTRICT—WESTWARD

SECOND CLASS 57 Time Freight	SECOND CLASS 55 Time Freight	SECOND CLASS 53 Time Freight	CEDAR RAPIDS DISTRICT STATIONS Time Table No. 43 Leave	FIRST CLASS 15 Passenger	FIRST CLASS 19 Passenger		TRAIN ORDER OFFICE OPEN	Other Side Tracks	Distance from Cedar Rapids
PM	AM	AM	CEDAR RAPIDS	AM 9:30	PM 6:30		7:00 AM to 7:00 AM		
			0.27						
			C. M. St. P. & P. Crossing						0.27
			0.36						
			Ill. Cent. Crossing						0.63
			0.29						
7:30	8:50	1:15	SHAVER	9:33	6:33			133	0.92
			5.23						
7:50	9:05	1:35	ROBINS	9:43	6:43				6.15
			5.46						
8:16	9:20	1:50	LAFAYETTE	9:53	6:53			16	11.61
			5.80						
			C. R. I. & P. Crossing						17.41
			0.32						
8:31	9:35	2:05	CENTER POINT	10:02	7:02		8:45 AM to 5:45 PM	21	17.73
			5.75				8:45 AM to		
8:51	9:55	2:25	URBANA	10:12	7:12		5:45 PM	16	23.48
			3.26						
9:01	10:05	2:40	CHENEY	10:17	7:17			11	26.74
MT. 56 9:18	15 PM. 10:26	3:00	6.15 BRANDON	PS. 55 10:26	7:26		8:45 AM to 5:45 PM	21	32.89
			4.22						
9:29	10:38	3:15	GLORY	10:32	7:32				37.11
			5.80				8:15 AM to		
9:43	10:55	3:30	LA PORTE CITY	10:42	7:42		5:15 PM	48	42.91
			0.69						
9:48		3:35	INTERCHANGE						43.60
			3.59						
9:58	11:05	3:40	BURK	10:47	7:47			6	47.19
			3.46				8:45 AM to		
10:08	11:16	3:50	GILBERTVILLE	10:51	7:51		5:45 PM	10	50.65
			6.32						
			Ill. Cent. Crossing						56.97
		MT. 52	0.49		MT. 56				
10:38	11:48	4:20	BELT JUNCTION	11:05	8:05				57.46
			0.14						
			EAST TOWER						57.60
			2.18						
10:48	11:59	4:30	NEWELL ST.	11:10	8:10				59.78
			1.70						
11:05 PM	12:05 PM	4:40 AM	SHOPS	11:15	8:15		7:00 AM to 7:00 AM		61.48
			0.50						
			WEST TOWER	11:18	8:18				61.98
			2.32						
			WATERLOO	11:30 AM	8:30 PM				64.30
Dly. Ex. Sun.	Dly. Ex. Sat. Sun. & Mon.	Daily		Daily	Dly. Ex. Mon. Tue. Wed. Thu.				
3:35	3:25	3:25	64.30	2:00	2:00				
17.16	17.70	17.70	Average Speed Per Hour	32.15	32.15				

CEDAR RAPIDS DISTRICT—EASTWARD 3

Distance from Waterloo	Siding Capacity	Station Numbers	Telephone Rings	FIRST CLASS	FIRST CLASS 18 Passenger	FIRST CLASS 4 Passenger	CEDAR RAPIDS DISTRICT STATIONS Time Table No. 43	SECOND CLASS 52 Time Freight	SECOND CLASS 54 Time Freight	SECOND CLASS 56 Time Freight
64.30		99	0000		PM 6:00	AM 8:50	CEDAR RAPIDS	AM	PM	PM
							0.27			
64.03							C. M. St. P. & P. Crossing			
							0.36			
63.67							Ill. Cent. Crossing			
							0.29			
63.38	50	90	— —		5:57	8:47	SHAVER	7:00	4:45	11:10
							5.23			
58.15	34	87			5:47	8:37	ROBINS	6:45	4:30	10:45
							5.46			
52.69	34	85	– – 0		5:38	8:28	LAFAYETTE	6:30	4:15	10:30
							5.80			
46.89							C. R. I. & P. Crossing			
							0.32			
46.57	37	80	– 0 –		5:28	8:18	CENTER POINT	6:15	4:00	10:03
							5.75			
40.82	36	78	0 – 0		5:18	8:08	URBANA	5:55	3:40	9:48
							3.26			
37.56		77			5:13	8:03	CHENEY	5:45	3:30	9:38
							6.15			MT. 57
31.41	33	75	0 0 –		5:04	7:54	BRANDON	5:25	3:10	9:18
							4.22			
27.19	18	73			4:58	7:48	GLORY	5:15	3:00	9:08
							5.80			
21.39	42	70	– 0		4:48	7:38	LA PORTE CITY	5:00	2:45	8:53
							0.69			
20.70							INTERCHANGE	4:55	2:40	8:48
							3.59			
17.11		66			4:43	7:33	BURK	4:50	2:35	8:43
							3.46			
13.65	40	65	—		4:38	7:28	GILBERTVILLE	4:40	2:25	8:33
							1.14			
							6.32			
7.33							Ill. Cent. Crossing			
							0.49			
6.84		60			4:25	7:15	BELT JUNCTION	MT. 53 4:20	2:05	MT. 19 8:05
							0.14			
6.70							EAST TOWER			
							2.18			
4.52					4:20	7:10	NEWELL ST.	4:10	1:50	7:30
							1.70			
2.82					4:15	7:05	SHOPS	4:00	1:30	7:00
							0.50			
2.32					4:12	7:02	WEST TOWER	AM	PM	PM
							2.32			
					4:00 PM	6:50 AM	WATERLOO			
					Dly. Ex. Mon. Tue. Wed. Thu.	Daily	Leave	Dly. Ex. Sat. Sun. & Mon.	Dly. Ex. Sun.	Daily
					2:00	2:00	64.30	3:00	3:15	4:10
					32.15	32.15	Average Speed Per Hour	20.16	18.72	14.76

Occasionally one had the good fortune of meeting a freight train. Urbana is the meeting point for 102 operating as train number 15 and 183 on May 14, 1954. William D. Middleton photo. **In 1938 car 100 is approaching Cedar Rapids.** James P. Shuman photo. **Near Shaver the trains ran down Madison Street for a few blocks. Car 100 is in service in the 1950's.** R.M. Billings photo.

Chicago and Return $5.50

W.C.F.&N. and C.&N.W. Railways

GOING

Lv. Waverly W.C.F.&N. 6:35 P.M., Sat., June 27th
Lv. Waterloo W.C.F.&N. 8:50 P.M.
Lv. Cedar Rapids C.&N.W. 11:50 P.M.
Ar. Chicago C.&N.W. 6:45 A.M., Sun., June 28th

RETURNING

Lv. Chicago C.&N.W. 6:00 P.M.--Standard Time } Sunday
7:00 P.M.--Chicago Time } June 28
Direct connection with W.C.F.&N. Special at Cedar Rapids

ATTRACTIONS

White Sox Ball Park - Cleveland vs. Chicago
Bathing in Lake Michigan - Visit the Municipal Pier
Lincoln Park Zoo - Field's Museum - Art Institute - Free Sundays
See Chicago's New Union Station

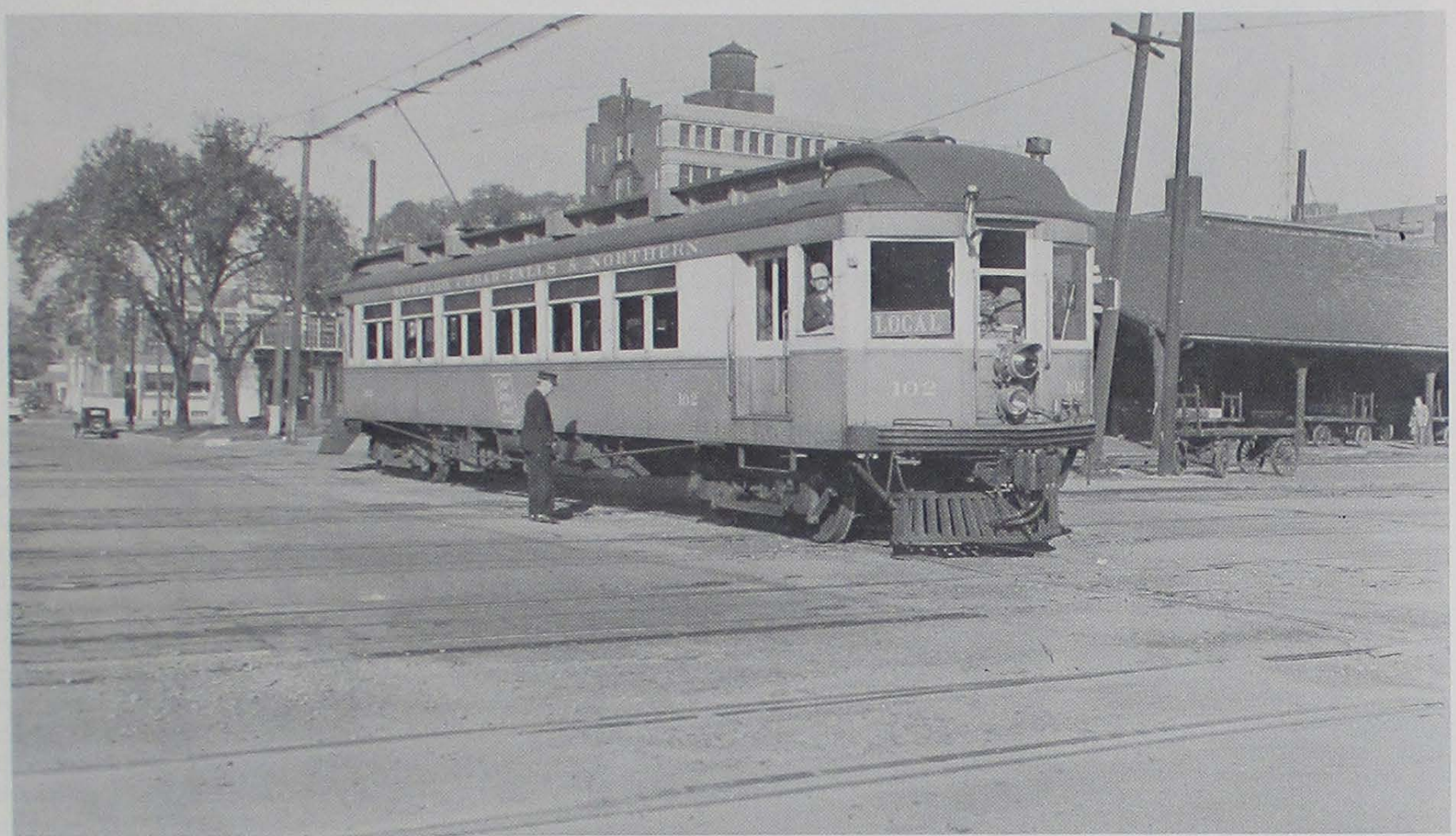
Please buy your tickets by 3:00 P. M. Saturday so we can arrange for sufficient equipment.

Tickets Good on Special Train Only
No reductions in above fare for children. No baggage checked

For further information phone our ticket office.

WATERLOO, CEDAR FALLS & NORTHERN RY. CO.

The later day Cedar Rapids Station was formerly a private residence at 10th Street and Avenue A. Robert V. Mehlenbeck photo. **Before December 4, 1939 the WCF&N traveled over Crandic rails to the interurban station. En route a 13-track crossing with the C&NW was encountered. 102 is making the crossing on May 13, 1939.** John F. Humiston photo. **Car 100 is turning from 4th Avenue onto 3rd Street, Cedar Rapids on August 25, 1939.** James P. Shuman



Service was the keystone of the interurban's passenger operations. WCF&N 101 and Crandic 109 load back to back on 4th Avenue, Cedar Rapids. The conductor is properly positioned to be sure the rear truck properly heads for Waterloo on this 28th day of May, 1938. Paul Stringham photo. **An unusual operation took place on May 8, 1937. This 3-car train was carrying a school group to Iowa City. Through sheer luck, Bill Janssen and Bob Mehlenbeck heard of this train and were out at dawn to record this operation. Car 140 leads the train through the streets of Iowa City on Crandic rail.** Robert V. Mehlenbeck photo. **En route the special passes through North Liberty.** William C. Janssen photo.

THE CEDAR VALLEY ROAD

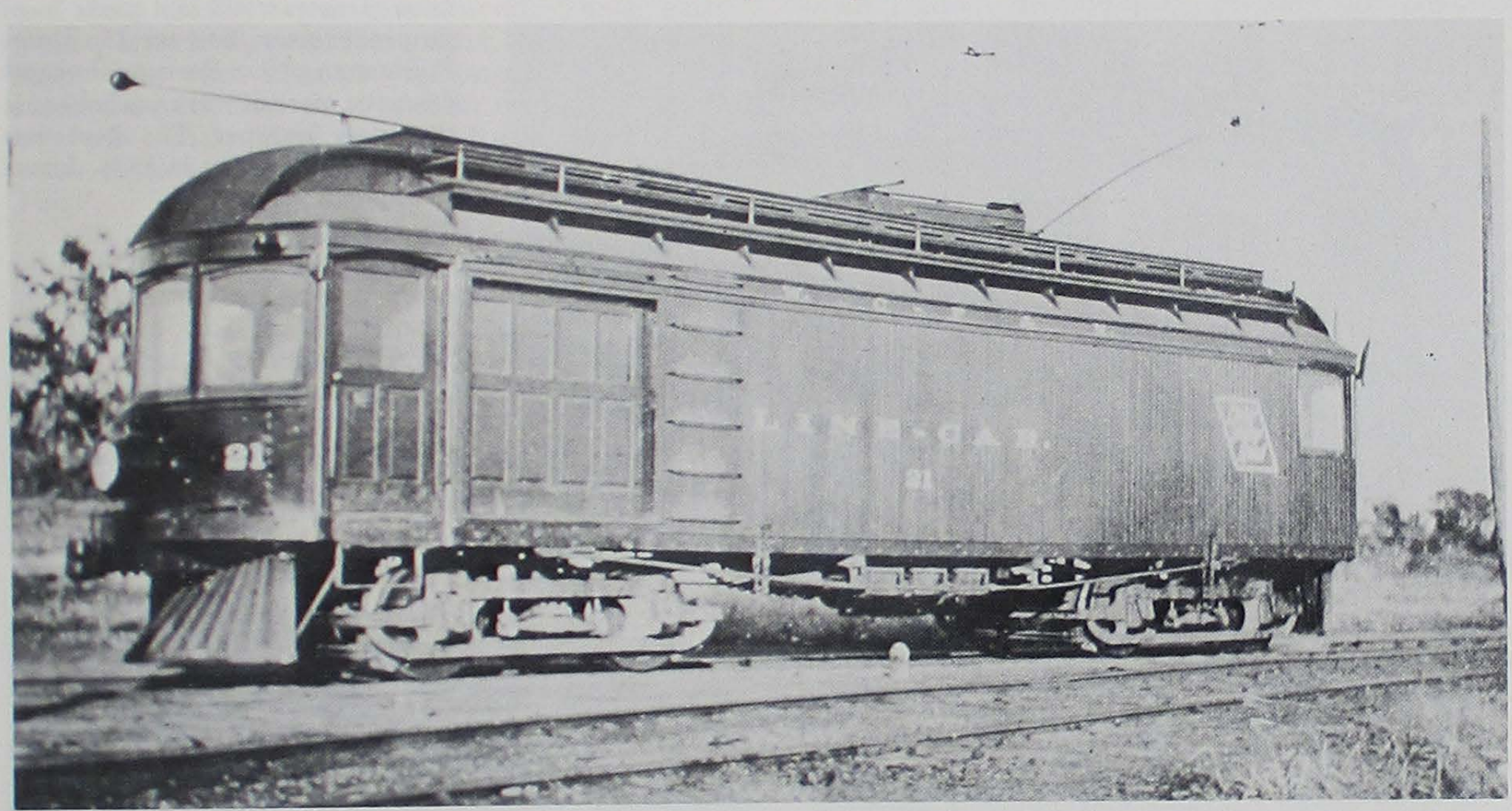
The cars move fast in their orange and gleam,
Down the valley like smart Limiteds of steam,
They're all as dashing, as the Morse code,
And first class electric on THE CEDAR VALLEY ROAD.

By day or by night, there's a kind of kin,
With patrons, in comfort, on the W C F & N.
A panorama unfolds, where the tall corn's sowed,
They see it all on THE CEDAR VALLEY ROAD.

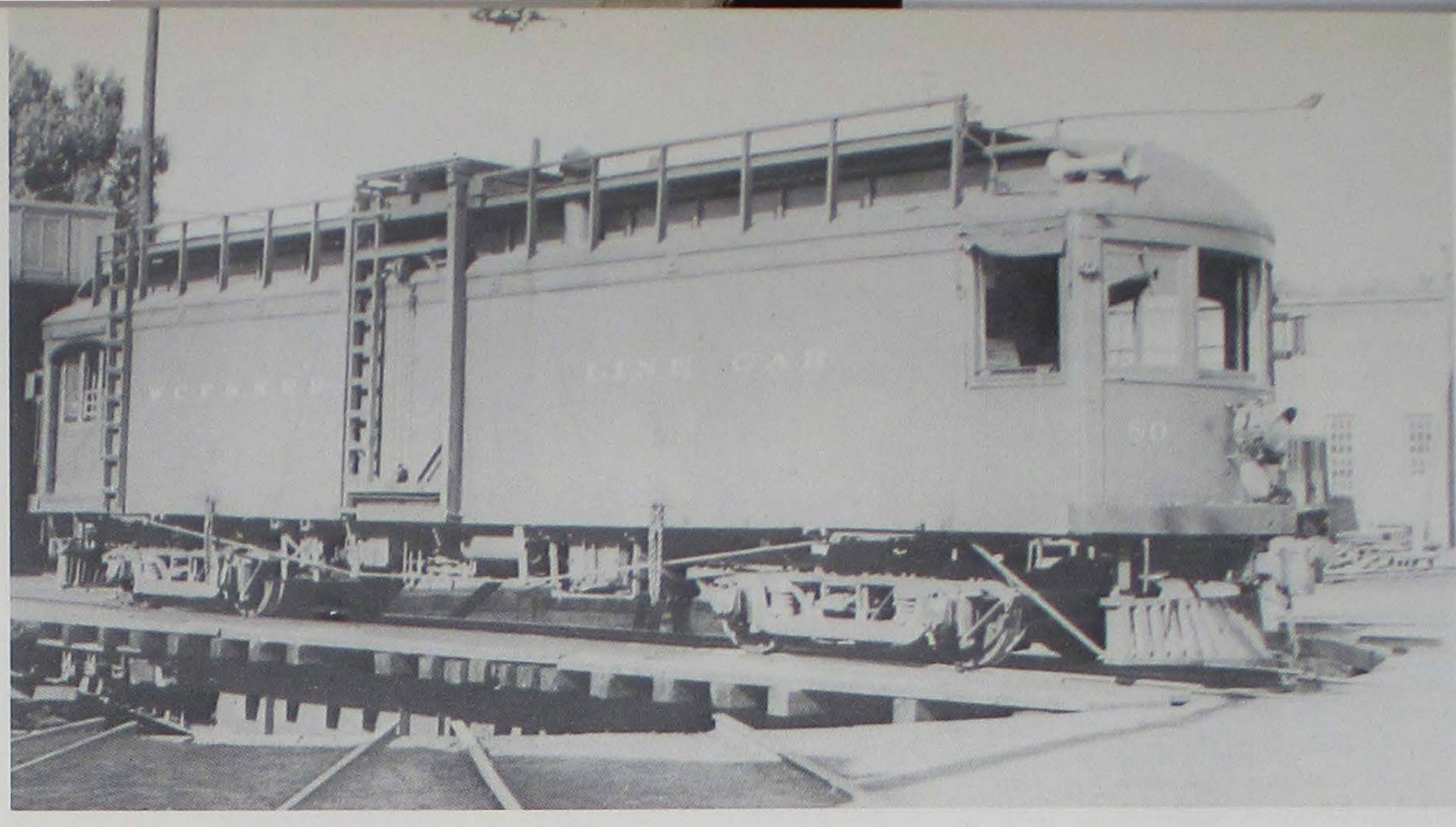
A reknowned traveler was once heard to say,
"If you want smokeless quiet, this is the way!"
The Drummers and Hawkeyes all make a load,
But everyone's at home on THE CEDAR VALLEY ROAD.

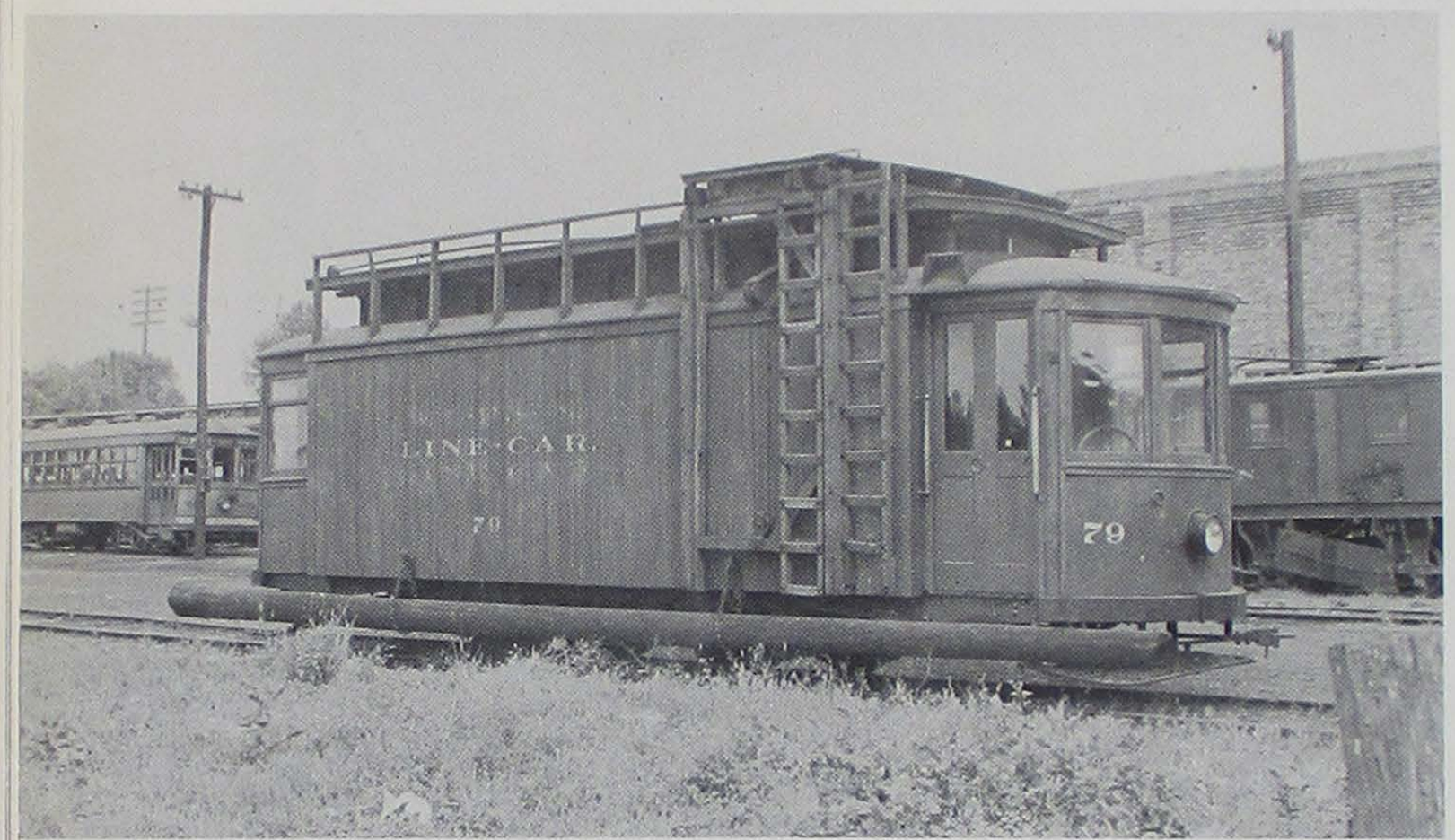
Sitting on the platform of Number 102,
We watch Center Point fade away in the view,
While cheery folk exclaim: "there's no better mode,"
Than traveling in the style of THE CEDAR VALLEY ROAD.

—Ralph Cooper, 1973

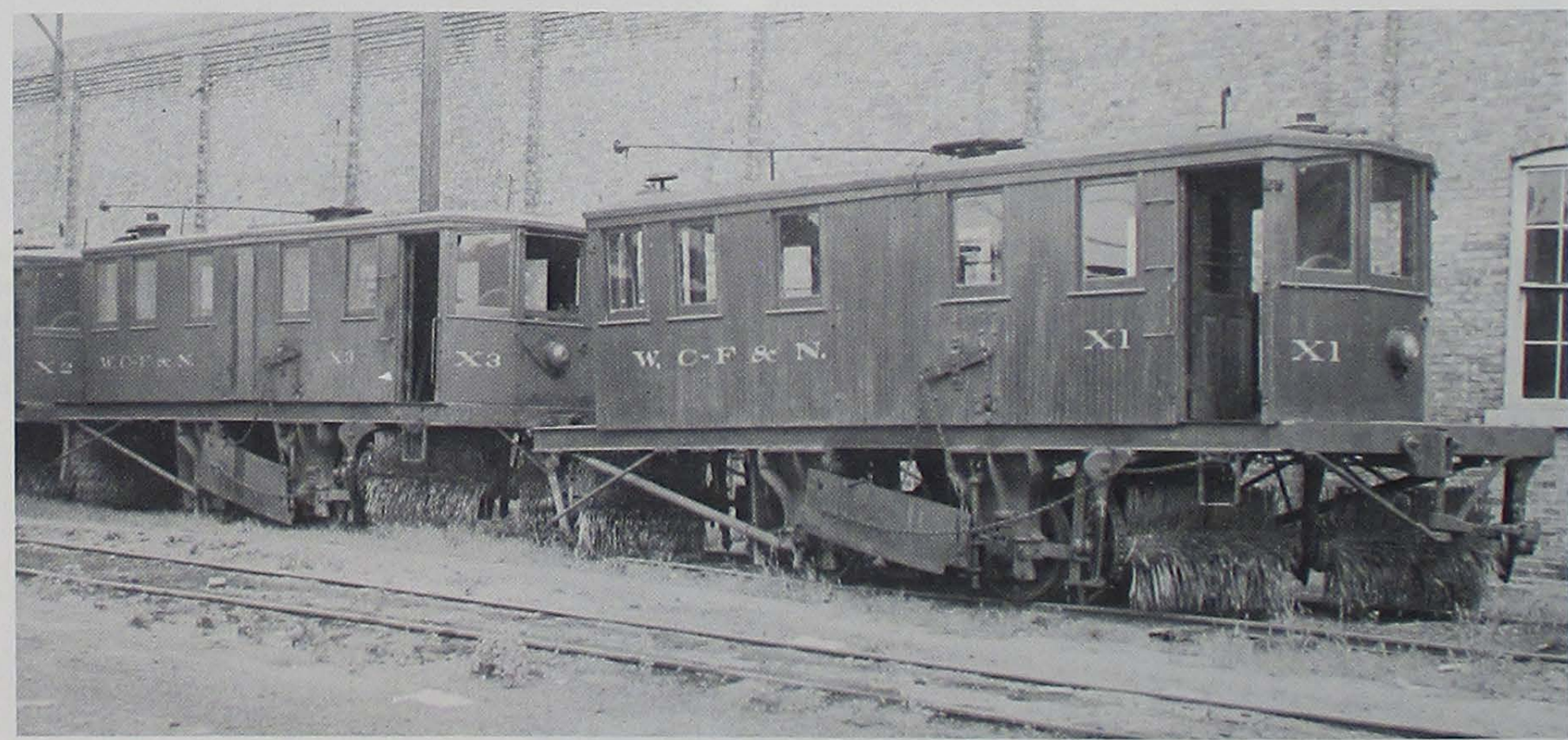


The line had two sets of line cars, one each for the interurban and streetcar lines. The original line cars were 21 and 11. Ed Frank Collection and Robert J. Levis Collection.





After 1925 line car 80 served the interurban lines. Robert J. Levis Collection. **Line car 79 was rebuilt from streetcar 303 and parts from its predecessor, line car 11.** James P. Shuman photo. **Perhaps the most dramatic piece of work equipment is the snow sweeper. The fleet was alongside the shops in 1938.** James P. Shuman photo.



Motor 1 was used in both freight and work service. The tower was added to assist in stringing wire during construction of the Cedar Rapids line. Robert J. Levis Collection.

FREIGHT SERVICE

Freight service had an unpretentious start on August 10, 1900 when a carload of brick was hauled from a Cedar Falls brickyard to a building under construction in downtown Waterloo. Shortly thereafter the purchase of nine boxcars and four flatcars was announced. These early trains, which operated at night, were pulled by interurban cars. This proved impractical for the small cars of that day, and an electric locomotive was constructed by shop forces later in the year. A second electric locomotive followed in 1901.

An interchange with the CGW was constructed at 6th and Mulberry Streets in 1901. Originally this interchange was installed to receive cars of construction material for the Denver line then being built for W&CFRT; however, it came to serve as the principle interchange when steam-powered freight service to Denver was inaugurated. Later this service was extended to Sumner.

Until this time the Dane Street carhouse was the only shop facility servicing both steam and electric locomotives. In 1902 a site was purchased north of the city on the new line to Denver. Originally a rectangular shop building served by a transfer table was contemplated; however, in what later proved to be a fateful decision, a conventional roundhouse and turntable were constructed. In 1903, this facility opened as did the first segment of the freight beltline which extended east from the shop to an interchange with the CGW at their Highland Yard. The ultimate extension of the beltline was from Newell Avenue to Belt Jct. coincident with the start of construction of the Cedar Rapids District in 1912.

Mulberry Street residents objected to revenue service freight trains from the 6th Street interchange passing their homes. Their appeal to the Waterloo City Council was successful as the Council ordered removal of the original interchange shortly after the Highland Yard interchange opened.

In 1908 trackage was built in Waterloo from Lafayette Street, along East 6th Street, to the CGW freighthouse. This allowed WCF&N express motors to handle less-than-carload shipments directly. The WCF&N constructed its own small frame freighthouse shortly thereafter. During 1915 a brick freighthouse was built at Lafayette and Utica Streets, eight blocks from downtown. WCF&N express motors continued to call, albeit infrequently, at the CGW freighthouse until the 1920's.

When the line along Westfield Avenue in west Waterloo was built in 1908 it provided access to the growing Westfield industrial area. The principal industries were the Waterloo Gasoline Engine Company (later John Deere) and the William Galloway Co. Interchange facilities with the Rock Island and the IC were established.

Construction of the southern extension to Cedar Rapids provided opportunity for increased freight traffic. Service was provided to the end of the rails as the line was being constructed. After Center Point was reached the company operated freight trains to Center Point with the Rock Island Railroad handling the cars from there to Cedar Rapids.

Steam handled most WCF&N frieght trains on the Cedar Rapids district until the 180-class electric locomotives were delivered in early 1915. With the extension to Cedar Rapids freight interchanges were established with the Rock Island at LaPorte City and Center Point and with the Milwaukee Road at Cedar Rapids. Other roads in Cedar Rapids were reached via the Milwaukee Road until 1949, when an interchange was established with the IC. By the onset of World War I, the steam locomotives were disposed of and all freight traffic was handled behind electrics.

Industrial trackage in the Waterloo area was constantly being improved and expanded throughout the years. Removal of the original steel truss bridge on the Cedar Falls line at Sans Souci eliminated size and weight limitations. In the late 1920's, a completely new line was built to serve the Rath Packing Company and additional trackage was installed at the John Deere plant.

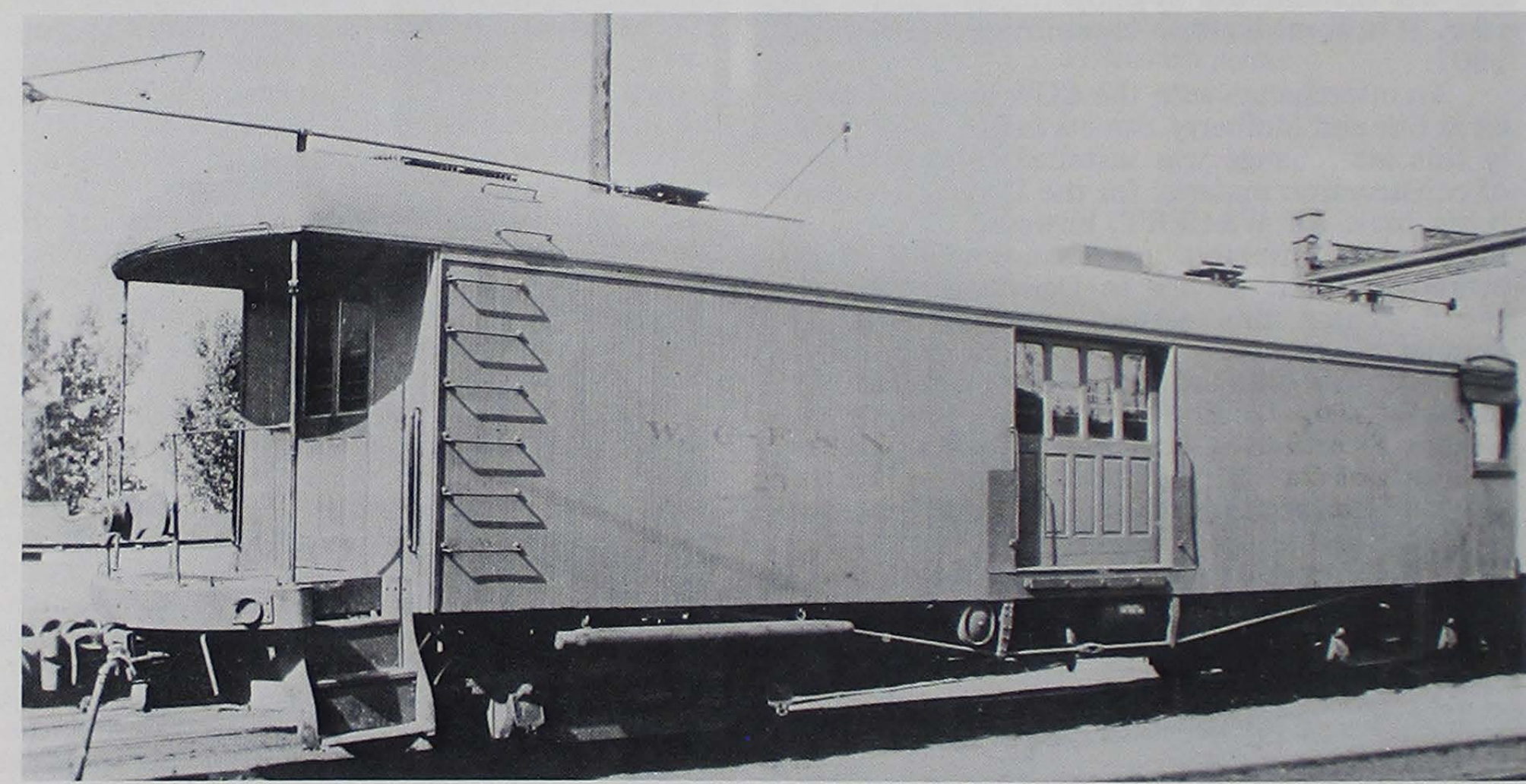
Beginning in the late 1930's, a number of second-hand electric locomotives were added to the roster. This continued until after World War

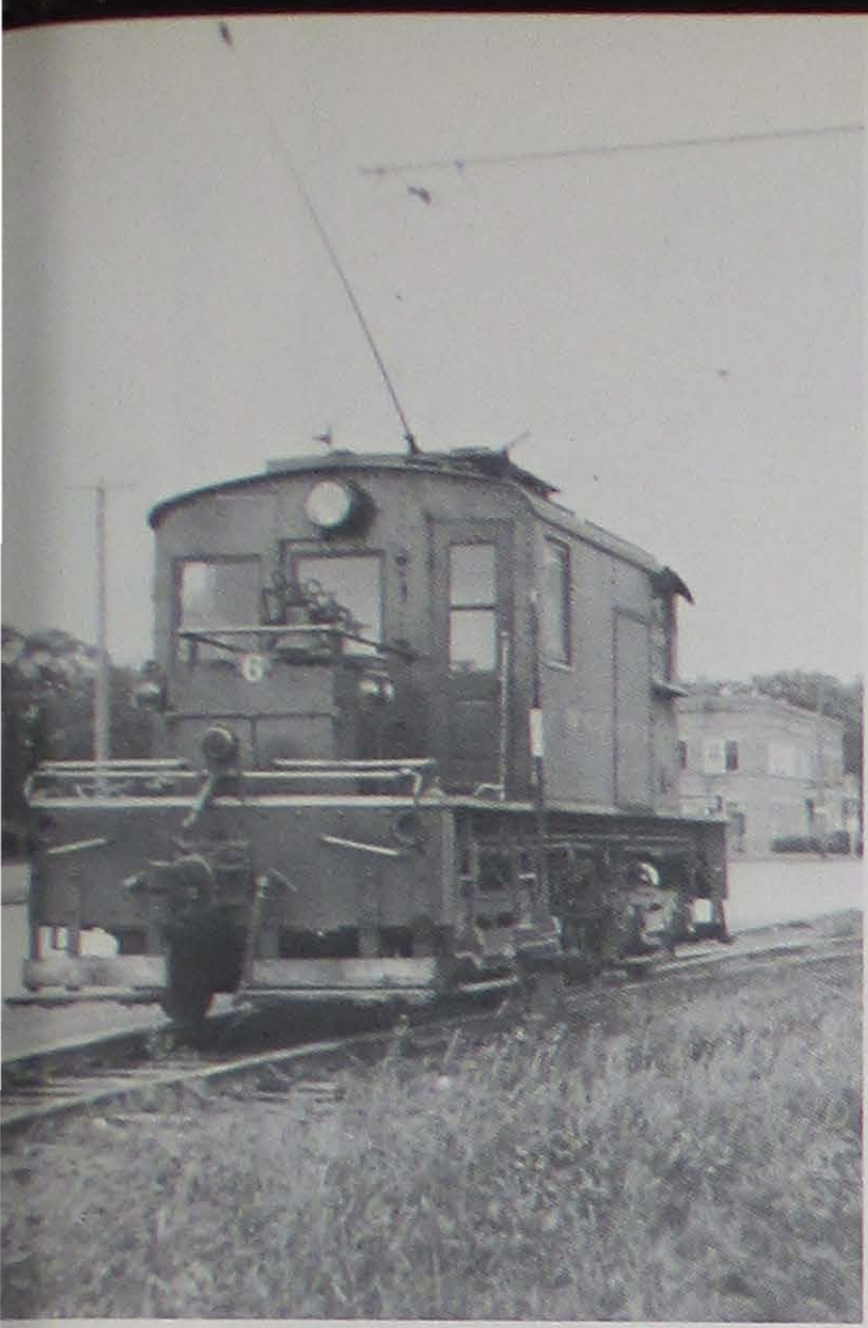
II when a total of 14 locomotives were on the roster.

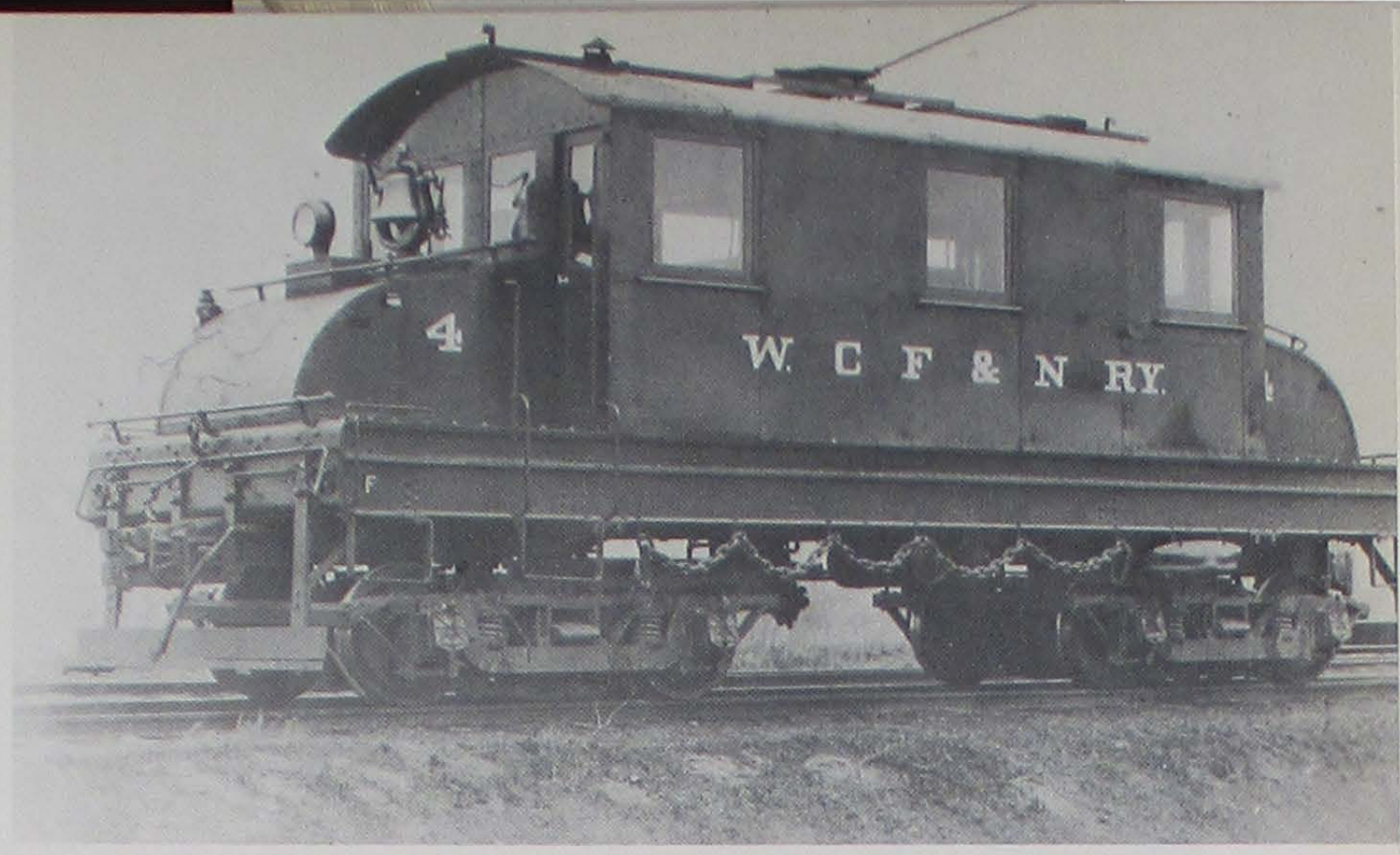
When the local streetcar trackage in Cedar Falls was abandoned in 1941, another means had to be found to deliver coal to the Iowa State Teachers College. Once again trackage rights were obtained and trolley wire erected over the CGW, this time between Cass Jct. and 23rd and Main Streets. Operations over the CGW continued until the abandonment of the Cedar Falls line in 1958.

Freight traffic continued to increase throughout the late 1940's and into the 1950's. In the mid 1950's, however, a sharp decline was experienced in coal traffic as natural gas became available. Trucks were also making their inroads into the freight traffic, but freight revenues still amounted to nearly $1.75 million in 1955.

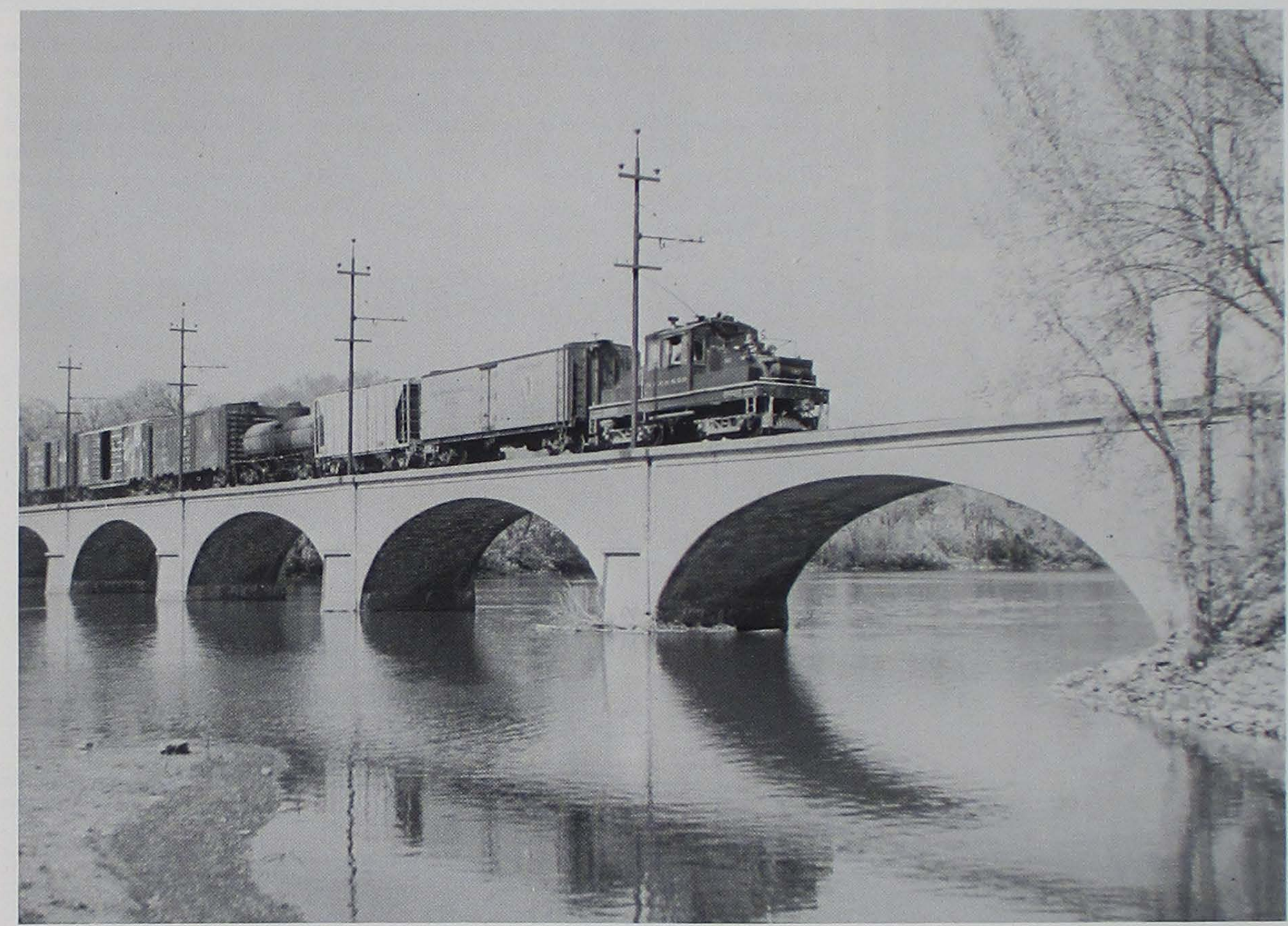
Express traffic was heavy in the early days though it was not as significant a percentage of total freight revenue as on most interurbans. Express was carried in motor 27 between 1910 and when it was destroyed in the Cedar Falls carbarn on September 15, 1916. Ed Frank, Jr. Collection. **The WCF&N of all things had open platform express motors as shown on car 25.** Allan C. Williams Collection. **Early days of freight service are depicted by motor 4 pulling a trainload of Waterloo-built Dart army trucks during World War II.** Robert J. Levis Collection.

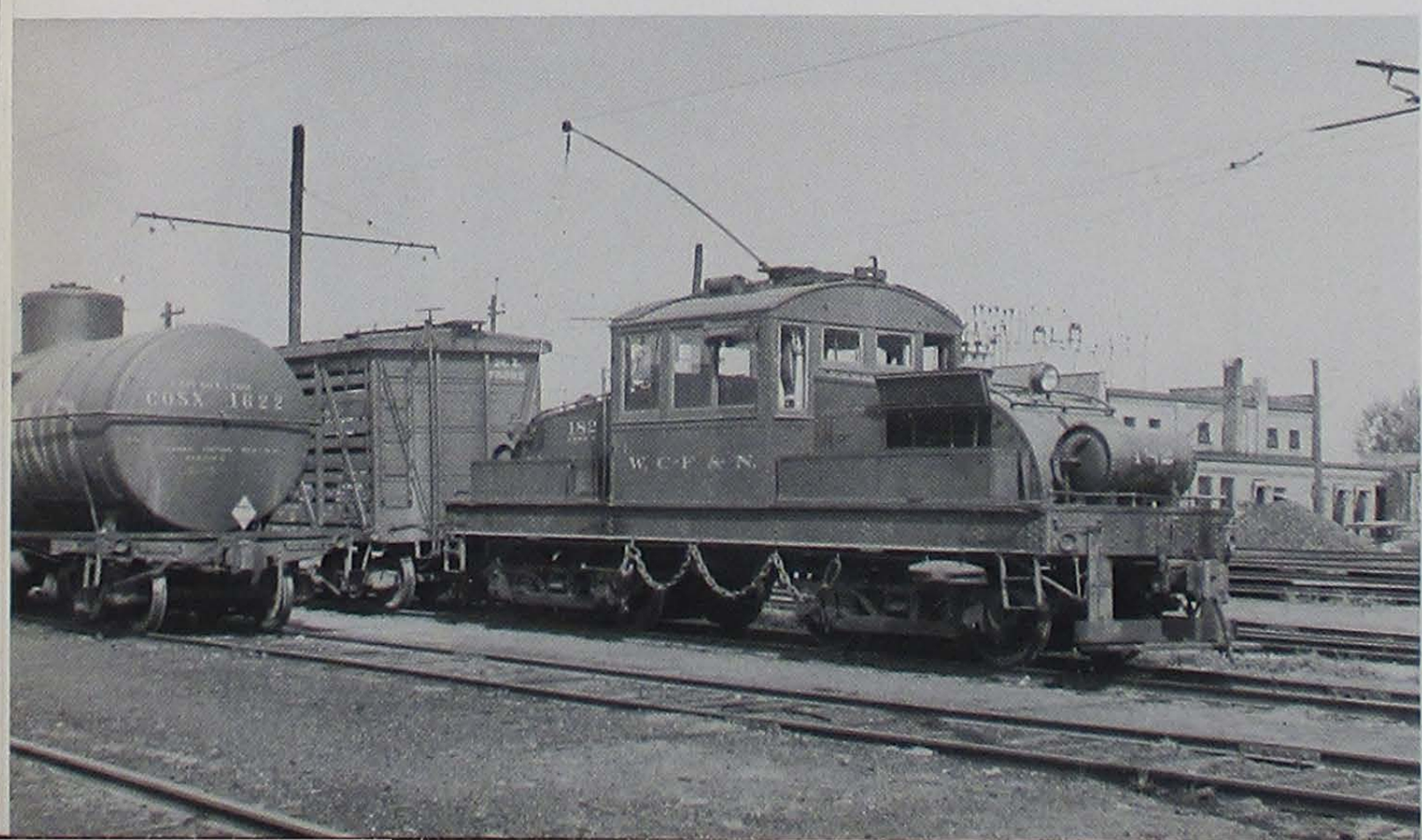




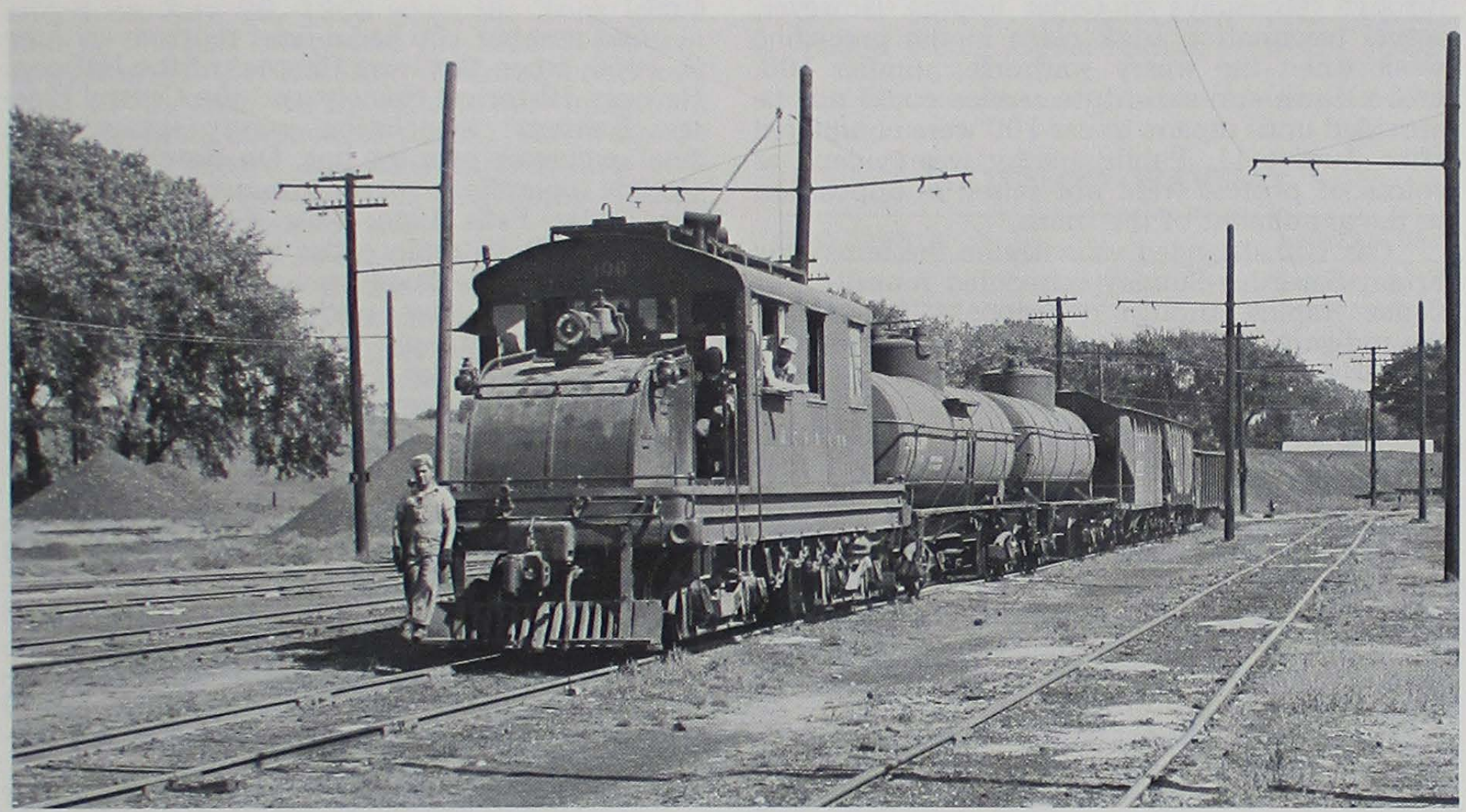


Left: Freight motor 6 was the last locomotive purchased new. It served the Waterloo area as shown here along Westfield Avenue in the west side industrial district. Robert J. Levis photo. **Above: Number 4 was the first electric motor. In this 1930 photo the locomotive has just been outshopped from a major rebuilding.** Robert J. Levis collection. **Below: Motor 184 leaves Cedar Rapids in 1938.** James P. Shuman photo. **Bottom: Moving in the opposite direction motor 183 has just left Waterloo as it approaches Elk Run in the late 1930's.** Robert V. Mehlenbeck photo.





On September 18, 1949, locomotive 184 is operating as train number 55. The train is northbound at Center Point. Center: With a somewhat larger train, locomotive 182 leads a southbound freight over the Elk Run Bridge on May 14, 1954. Running south from Waterloo this is the first of two crossings of the Cedar River. Both photos William D. Middleton. **Sixteen years earlier the same locomotive was switching in the Waterloo yard on August 25, 1938.** James P. Shuman.



Over the years the freight traffic continued to grow. In 1947 the final acquisition of electric motive power was made. Motor 208 was one of two purchased. The locomotive is about to pull a lengthy train out of the west side industrial area. Robert J. Levis Collection. **The first acquisition in the later years was locomotive 190 which was switching in Waterloo on September 11, 1948. Locomotive 5 was acquired in 1912 and served until 1957. On September 1, 1946 this motor was working in Waterloo.** Both photos William C. Janssen.

END OF AN ERA

The end of the era as an electric interurban was brilliantly signaled by a fire which broke out in a pit of the Waterloo roundhouse on Sunday morning, October 31, 1954. Consumed in the fire were the two remaining open-platform observation cars, numbers 101 and 102, streetcar number 382 and four freight locomotives. Loss of the shop machinery was found to be more critical. The ability to perform routine maintenance on the survivors, interurban number 100 and streetcar 381, became a problem but the dedicated mechanics of the Cedar Valley Road did their best and service was annulled due to equipment failure on only a remarkably few days.

In response to the railroad's petition to abandon all passenger service, the Iowa Commerce Commission granted permission, effective August 11, 1955, to terminate all Waverly service and the passenger service operated Mondays through Thursdays to Cedar Rapids. However, actual termination took place in the preceding week when the weary warhorse, number 100, broke down and substitute service could not be provided until repairs to car 100 were completed after August 11. Public apathy was evident, as voices of protest were not raised in opposition to the annulment of the trains.

Car 100 struggled valiantly on the remaining Friday-Saturday-Sunday scheduled roundtrip to Cedar Rapids, though occasionally it suffered the indignity of being towed by a freight engine. By early 1956, motor conditions were so poor that the controller was altered to prevent operation beyond full series, which meant a maximum speed of 35 mph over the 58 miles of the Cedar Rapids district, missing the scheduled time by 15 to 20 minutes. Finally the Iowa Commerce Commission granted the obvious. On Sunday, February 20, 1956, two dozen people, mostly railfans, rode the final passenger trip to destiny.

It was of no surprise that the company was considering dieselization. Substantial freight traffic, particularly within Waterloo, made the property attractive. Interest was expressed by the IC and the Rock Island railroads, which in 1955, formed the Waterloo Railroad to acquire the WCF&N.

After the takeover on July 1, 1956 diesels began arriving on the property. The early units were leased Rock Island switchers. Diesels were operated system-wide to uncover operating problems. One problem was encountered at Cedar Rapids, where limited drawbar swing prevented cars from being handled on the sharp curves into the freighthouse. This was solved by using car 141 as an idler between the freight cars and the locomotive. This operation was rather short-lived as less-than-carload operation was terminated shortly thereafter and this obviated the need for a freighthouse.

Some of the smaller diesels were operated in multiple on the Cedar Rapids line and occasionally diesel and electric locomotives would doublehead a Cedar Rapids freight. Additional diesels were added until there were enough to handle all the freight operations. A total of seven leased Rock Island railroad units were operated, but never more than five at any one time.

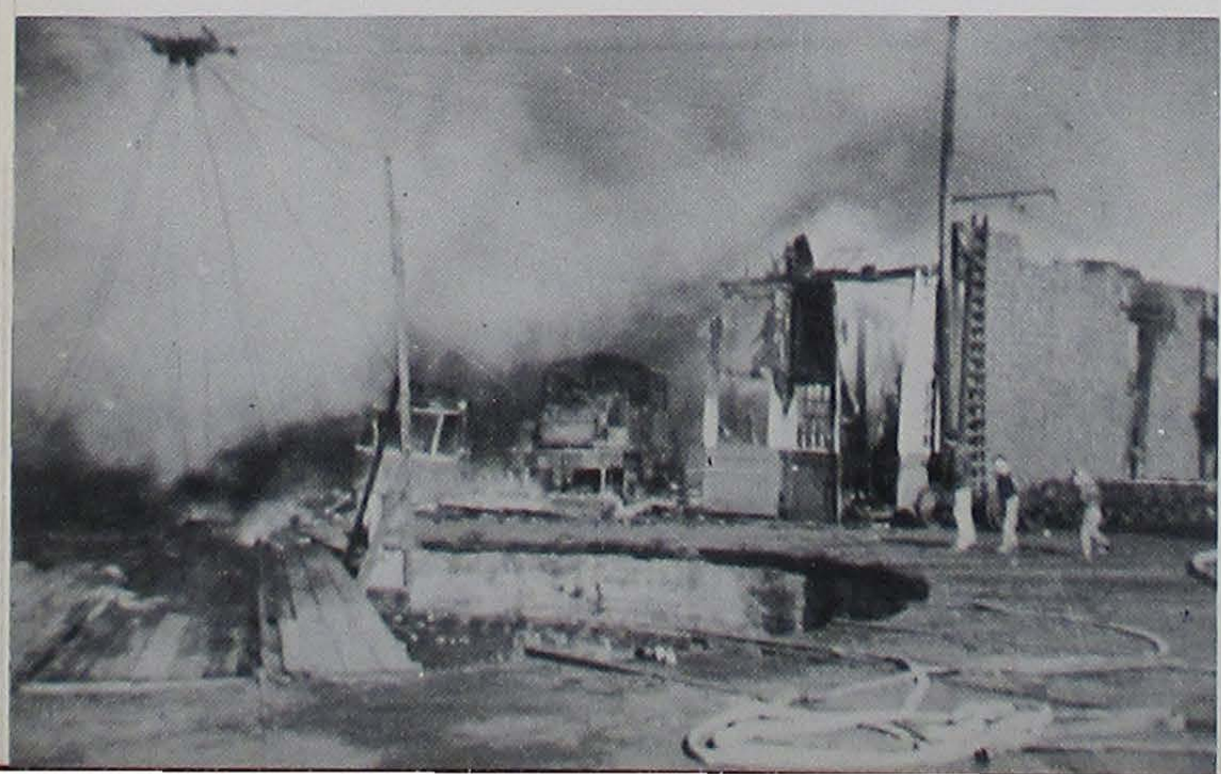
Old number 100 had a brief reprieve on June 2, 1956, when the Iowa Chapter of the National Railway Historical Society and the Central Electric Railfans' Association jointly sponsored a final excursion over the line. On March 31, 1957 electric operations were terminated except for the Cedar Falls Line. New diesels arrived in June, 1957, to replace the leased Rock Island units which were finally returned in early 1958.

Throughout this period streetcar number 382 continued to ply back and forth between Waterloo and Cedar Falls, while the Waterloo Railroad sought permission to abandon the entire line. Service consisted of a few trips each early morning and late afternoon weekdays only.

On August 1, 1958 car number 381 was jammed to capacity. Previously a motor had burned out, so only one truck was powered. Suffering from low trolley voltage and crippled motors the car struggled up the grade to the Rock Island overpass. When the faithful car returned to the shops late that afternoon, over 60 years of electric rail transportation in the Waterloo area came to an end.

Interurban car 100 was donated in the fall of 1956 to the Iowa Chapter of National Railway

The intensity of the 1954 fire is shown in these dramatic photos. James Mason photos from Allan C. Williams.



Adjacent page: The burned out hulks of 185, 182, 183 and 190 were stored at the shops. Robert J. Levis Collection.

Historical Society and moved to Centerville, Iowa. From there it operated an occasional excursion service over the Iowa Terminal Railroad for use as its inspection car. Like its sisters, this car was destroyed in yet another shop fire at Emery, Iowa, in November, 1967. Streetcar number 381 was put on display in Waterloo City Park. Subsequently rebuilt in the Iowa Terminal shops in 1973, it is, as of the beginning of 1974, in operable condition at Mt. Pleasant, Iowa.

EPILOG

Following termination of electric service, the track on Mulberry Street and the entire Cedar Falls line west of Fosselman were salvaged. The Waverly line was abandoned beyond West Belt on October 1, 1959. The Waterloo Railroad operated the remaining portions of the WCF&N, which are the Waterloo freight beltline and the Cedar Rapids district.

Joint ownership of the Waterloo Railroad ended on July 29, 1968 when the Rock Island sold its one-half interest to the IC. Independent operation of the Waterloo Railroad continued until 1970, when the operations were integrated into the Iowa Division of the IC. The Waterloo shops were closed and the seniority lists consolidated. It is now part of the Illinois Central Gulf Railroad, successor to IC.

At the start of 1974, the Waterloo Railroad name survives; however, the line to Cedar Rapids is but two streaks of rust amid a field of weeds. Trains are operated as required. The Waterloo beltline prospers. Bus operations, which were sold in 1953, continue under municipal ownership in Waterloo and Cedar Falls.

WATERLOO - CEDAR RAPIDS

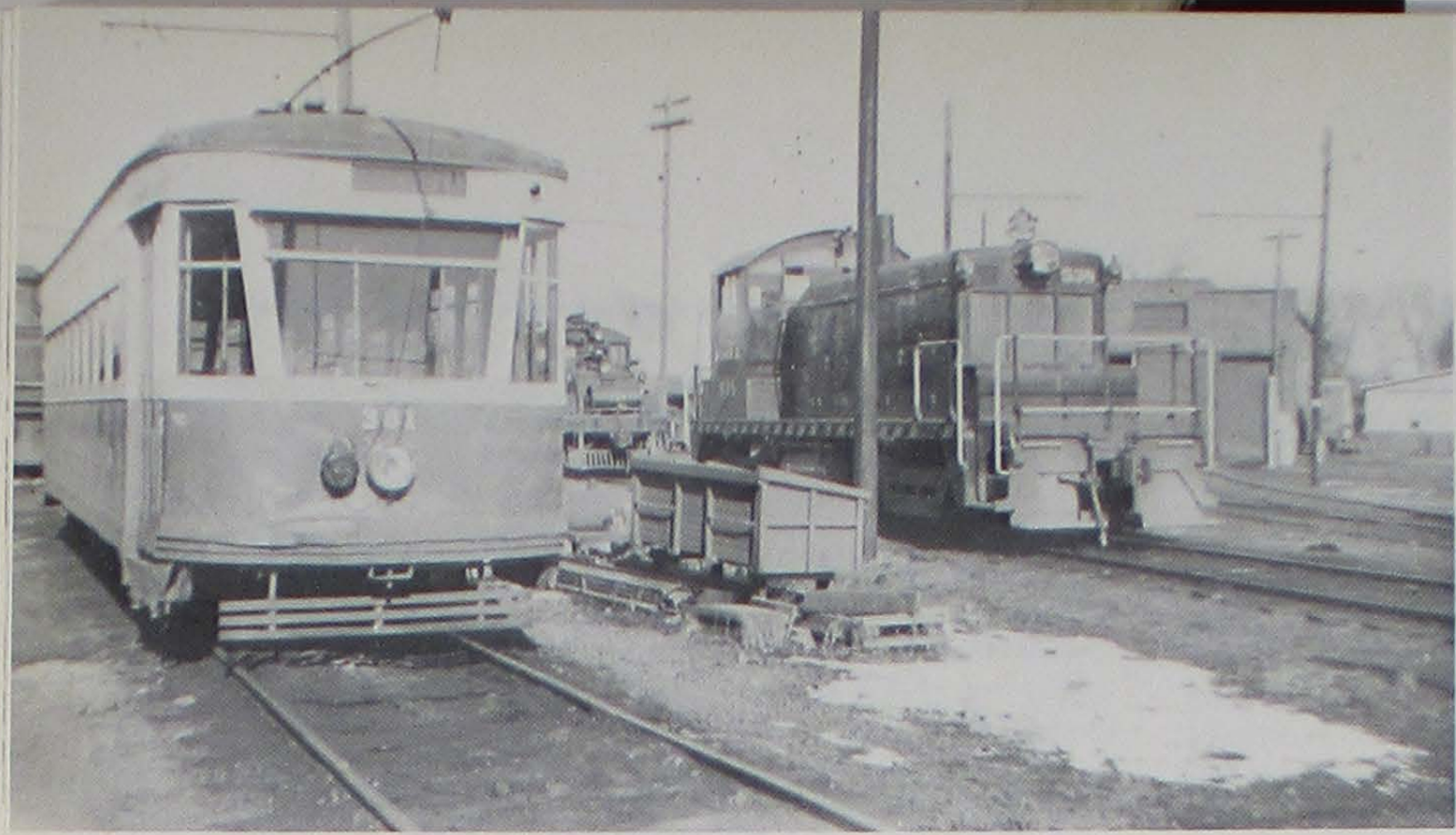
READ DOWN			READ UP	
Fri. Sat. Sun. Only	Daily		Daily	Fri. Sat. Sun. Only
No. 18 PM	No. 4 AM	STATIONS	No. 15 AM	No. 19 PM
4:00	6:50	... Waterloo ...	11:30	8:30
4:38	7:28	.. Gilbertville ..	10:51	7:51
4:48	7:38	..LaPorte City..	10:42	7:42
5:04	7:54	... Brandon ...	10:26	7:26
5:13	8:03	.... Cheney	10:17	7:17
5:18	8:08	.... Urbana	10:12	7:12
5:28	8:18	..Center Point..	10:02	7:02
5:38	8:28	... Lafayette ...	9:53	6:53
5:47	8:37	.... Robins	9:43	6:43
6:00	8:50	..Cedar Rapids..	9:30	6:30

WATERLOO - WAVERLY

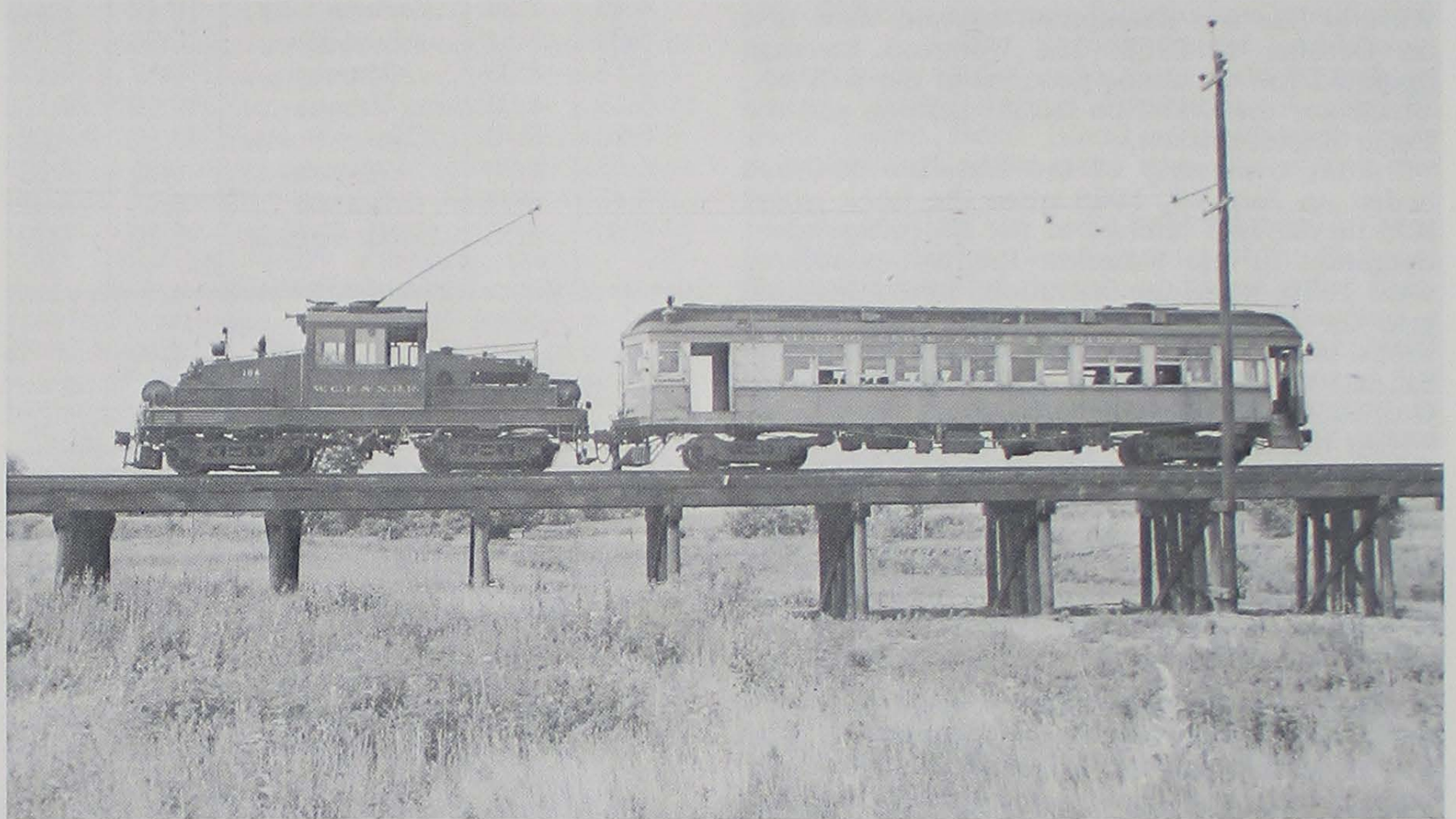
READ DOWN		READ UP
No. 35	STATIONS	No. 36
12:15 PM	...... Waterloo	2:30 PM
12:53 PM	.... Denver	1:52 PM
1:15 PM	...... Waverly	1:30 PM

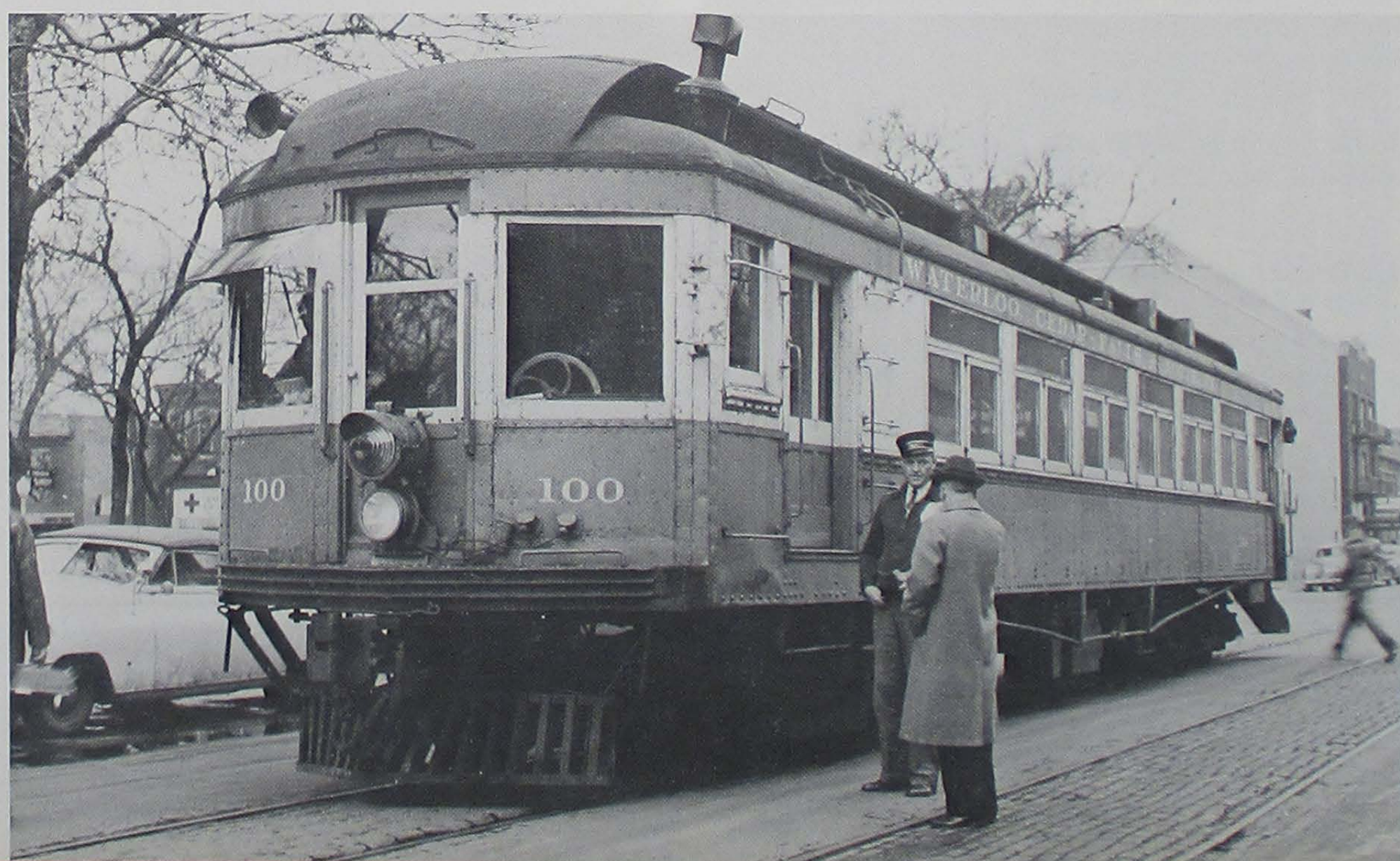
ALLBEE 68075

The last printed public timetable was issued on June 19, 1952. In subsequent curtailment the schedules were crossed out in ink. Joseph M. Canfield Collection.



Shortly after the Waterloo Railroad takeover, the electrics are joined by diesel 538 which was leased from the Rock Island. Robert J. Levis photo. **In July, 1955, locomotive 184 was sent to bring the crippled 100 back to Waterloo. On Sunday, January 20, 1956, Conductor George Petty bids farewell to Superintendent Elmer Bitterly as train number 18 left Waterloo with Car 100 for the last run.** Both photos Robert J. Levis Collection.





WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY
C. M. Cheney, Receiver

☆

Greetings, Railfans:

It is with sincere pleasure that we welcome you members of the Central Electric Railfans Association.

We appreciate the interest you have shown in including our railway in your program for examination and study.

Your trip over our line is not a lengthy one, but we trust you may find something of interest in the short time you are with us to make your trip pleasant and profitable.

Our staff is anxious to cooperate with you to the fullest extent, and you may call on any representative of this road for any information or other courtesy you desire.

We will certainly remember your visit to us and hope that you will carry away some of the fine feeling we have for an organization as alive and worth while as yours.

Tractionally,

C M Cheney

Waterloo, Iowa
May 30th, 1941

Menu

☆

Fresh Gulf Shrimp Cocktail
1300 Volts
Saltines

Celery Hearts — Rose Radishes
Ripe Olives
650 Volts

Fried Spring Chicken
or
Broiled Northern Lake Trout
Traction Motors

New Potatoes Persilade
Green Lima Beans in Butter
Converters

Orange, Grapefruit and Strawberry Salad
French Dressing
Rectifiers

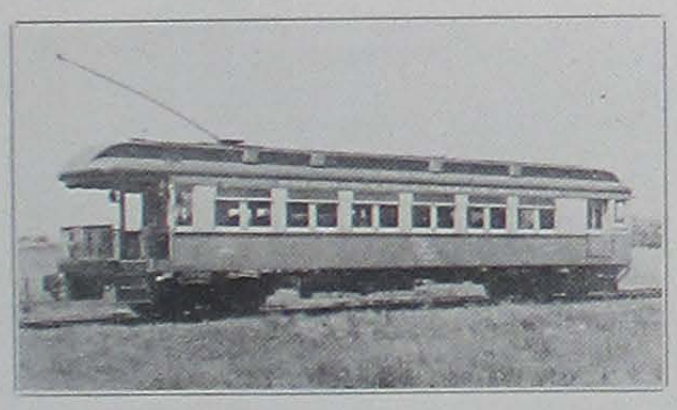
Clover Leaf Rolls
Trolley Wheels

Lemon Custard Ice Cream with
Fudge Sauce
Automatic Equipment

Coffee, Cigars and Cigarettes
Transformers

LUNCHEON

Central Electric . . . .
Railfans Association



RUSSELL-LAMSON HOTEL
Friday, May 30, 1941
WATERLOO, IOWA

Perhaps this appropriately annotated menu helps to explain why the company has a special place with us. This repast was served, complimentary, to a group of hungry railfans from Chicago. George Krambles Collection. Regular buffet service menu Robert J. Levis Collection.

Cedar Valley Road

Buffet Parlor Car

Menu

MUSCATINE
21
DAVENPORT

Along the Mississippi

DAVENPORT

Clustered around an island in the Mississippi River, known as Rock Island, the cities of Davenport in Iowa and Rock Island and Moline in Illinois early grew together to become a single community with a combined population of about 130,000 by 1910. While transportation in the "Tri-cities area" has been unified since the turn of the century, only the street railway operations in Iowa and the interstate service are considered in this book.

DAVENPORT CITY RAILWAY

The first horsecar franchise was awarded in January 1868 to the Davenport City Railway for a line on 3rd Street. Contractor Charles Hathaway broke ground on 3rd Street near Perry in October. Favorable winter weather allowed rails to be laid in East Davenport during December. The curious were late getting home on March 1, 1869, as horsecars made their trial trips during the supper hour. Regular service started the next day. In June construction started on an extension to West Davenport. Service on the full three-and-one-half-mile line started on September 14, 1869.

DAVENPORT CENTRAL RAILWAY

In April 1870 another horsecar company, the Davenport Central Railway, began laying rail north on Brady Street. Service commenced on July 2, 1870. The company had to station extra horses at the foot of the Brady Street hill to help pull cars up from the river valley. In 1878 the company attempted to resolve the problem of extra horses by operating a nine-foot, six-ton, steam dummy up the five-block-long hill. Even then the citizens protested about air pollution; however, their protests were without avail. The "brute" served until the line was electrified in 1888.

Between 10:00 and 11:00 p.m. on August 6, 1888, the community's first electric car, number 2, made two experimental runs on Brady Street from 2nd Street to Central Park via Mississippi Avenue and 15th Street. Motorman Charles Shellhorn was at the controls on August 17, 1888, when, at 4:00 p.m., the mayor, city council and directors of the company boarded the official car inaugurating electric operation. The company reported that, including relaying the track with heavier rail, the cost to electrify was $40,000, a bargain hardly comprehensible today.

THE BRIDGE, SECOND STREET AND NORTH WEST DAVENPORT RAILWAY

Meanwhile, yet another horsecar company was organized in 1887 by C. B. Holmes. The Bridge, Second Street and North West Davenport Railway started service on March 31, 1888, on a line from the Mississippi River bridge, up 2nd and Marquette Streets to 8th. Their first four cars came from the Waterloo, Iowa, firm of Robinson & Hitt. They had six cars and 37 horses when the Holmes syndicate acquired the line.

DAVENPORT & ROCK ISLAND RAILWAY

C. B. Holmes of Chicago headed a syndicate which, on September 20, 1888, acquired control of the foregoing Davenport companies. A separate company, the Davenport & Rock Island Railway, was incorporated by the syndicate to build a line on the bridge across the Mississippi to Illinois. D. H. Louderback, who was vice president of the Lake Street Elevated Railroad in Chicago, became President and General Manager of the D&R. Despite electrification of the Brady Street line, this route was planned and built as a horsecar line.

On Christmas Eve of 1888 the first car crossed the bridge. As it derailed four times, regular service was withheld pending track improvements. Service was to commence around April 1, 1889. Records of problems encountered have been lost; but, full, 15-minute interval service did not start until September 18, 1889. A new line to Schuetzen (later Forest) Park was opened by the Holmes syndicate in May 1890.

Electrification was completed in 1890. Improvements continued in 1895 when the city paved most streets that had trackage. Costs of track reconstruction and paving assessments brought virtual receivership. In September 1895 the company was reorganized and renamed the Tri-City Railway Company.

On February 25, 1896 the draw span of the government bridge at Rock Island was carried away by floes. Power lines across the bridge went down. The Davenport car lines were out of service for about 48 hours until power lines could be restored. The company continued to provide streetcar service without significant events until it was acquired in 1906.

DAVENPORT & SUBURBAN RAILWAY

While streetcars now utilized 2nd and 3rd Streets in downtown Davenport, the availability of 4th Street was noted by other interests. On April 4, 1902 the Davenport & Suburban Railway was granted a franchise for a system centered on 4th Street. In August 1904 the D&S started operating their new West 4th Street line. This line turned south at Lincoln Avenue and then onto Pine Street before crossing the Government Dam to reach an amusement park on Suburban (later Credit) Island. In November they opened a line on Le Claire Street north and east of downtown. D&S used single truck open cars in the summer. They also has six double truck end cars with wide windows and double

doors at each end. As numbers 238-243, they served the Tri-City Railway for years after the D&S was acquired by the Tri-City Railway & Light Company in 1907.

THE TRI-CITY RAILWAY & LIGHT COMPANY

In March 1906 the Tri-City Railway & Light Company was incorporated to acquire street railway, electric and gas companies including:

Tri-City Railway Company

Moline, East Moline & Watertown Railway

Moline, Rock Island & Eastern Traction Company

Davenport & Muscatine Railway Company

In 1912 it acquired the Citizens' Railway & Light Company of Muscatine, previously owned by the Muscatine Light & Traction Company.

Tri-City Railway & Light was controlled, along with the Iowa & Illinois Railway, by the United Light & Railways Company, a holding company based at Grand Rapids, Michigan.

This discussion of the Davenport street railways singles out but a part of the system serving the area. The Rock Island Division actually was the largest. Its Rock Island barn and shops, at 5th Avenue between 34th and 35th Streets, was the largest on the property (100 cars). It was the main repair shop, handling both city and interurban (CD&M) equipment. Other barns were at East River Street in Davenport (55 cars) and in East Moline (16 cars).

Somewhat separate was the "Bridge Line" between Davenport and Rock Island. Cars regularly assigned to Bridge service had only one trolley pole. As the Bridge cars ran close to the Government arsenal on the island, the government demanded special precautions to prevent shorting and sparking caused by electrical contact with the steel work of the bridge. When a car with two poles crossed the bridge, its front pole had to be tied down. An extra fare was charged for the Bridge crossing. Transfers were issued to local cars in both states. In later years Bridge cars sported a green and red paint scheme to distinguish them from the remaining cars which, since 1921, were yellow with a red roof.

The Bridge Line was the only Tri-City route that was entirely on double track. In Rock Island the cars looped via 3rd Avenue, 15th Street and 2nd Avenue. At 24th Street they crossed the Sylvan Slough bridge onto Arsenal Island. From the island, they used the lower level of the Government bridge (the Rock Island Railroad is on the upper level) to cross into Iowa, reaching 3rd & Scott in Davenport.

Prior to World War I, Bridge cars connected on Arsenal Island with a shuttle car that ran east on the island before crossing the Slough to connect with the Prospect Park and 4th Avenue (Rock Island) lines. Headways appear to have been about hourly and it was probably the first line to be "one-man".

During World War I, a group of ten cars, acquired from Chicago Railways, were permanently coupled in pairs and used in rush hours in Arsenal service. Tripper cars operated direct to the Arsenal from almost every route on both sides of the River. On the Iowa side, a short-cut permitted Arsenal-3rd Street and Arsenal-Bettendorf cars to by-pass the business district. After the War, Arsenal traffic naturally declined and increasing use of automobiles caused further decline during the 1920's and 1930's.

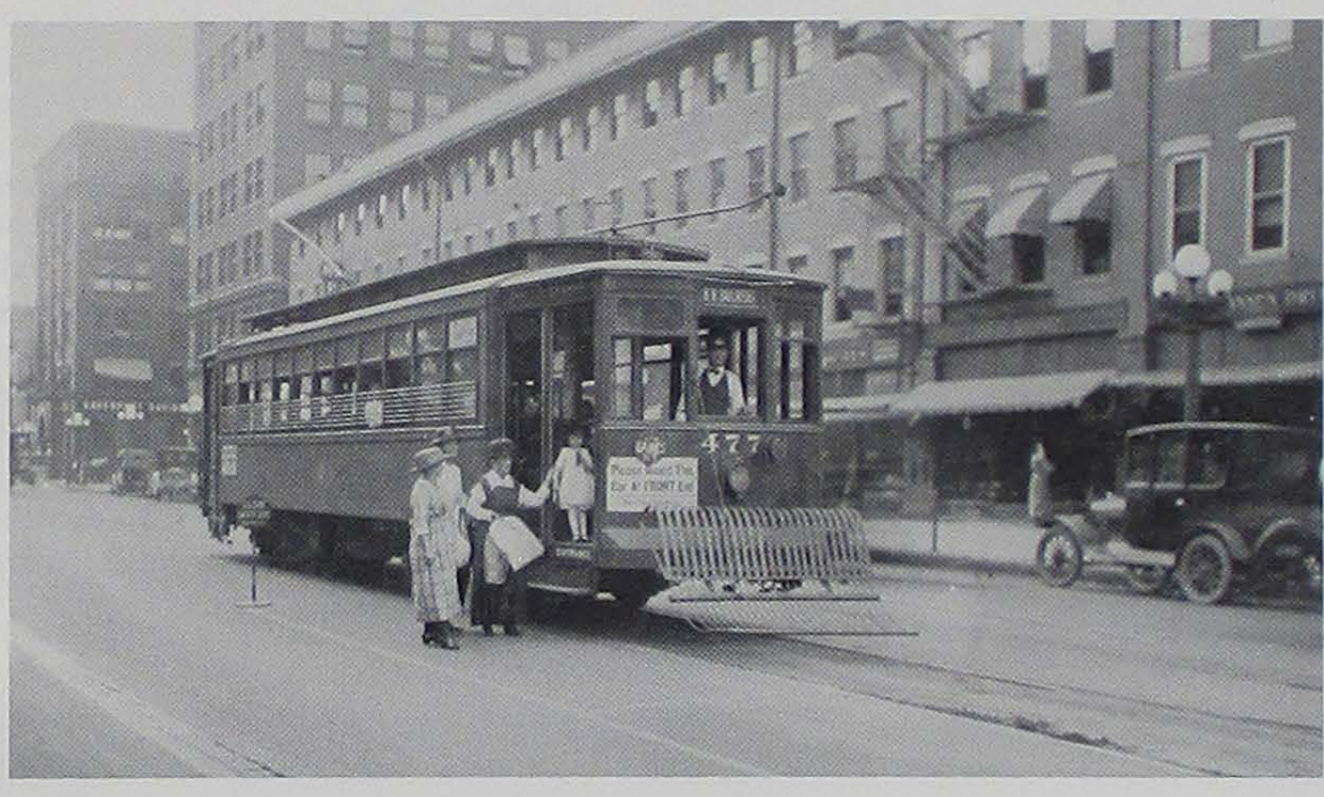
On December 1, 1920, the 4th Street line of the old Davenport & Suburban was abandoned. The Credit Island line became a stub. Only its east track was connected to the Rockingham line. It lasted as a shuttle for a few years before being replaced by a bus. The bus, in turn, was soon dropped. Davenport city cars were converted to one-man beginning in June 1921.

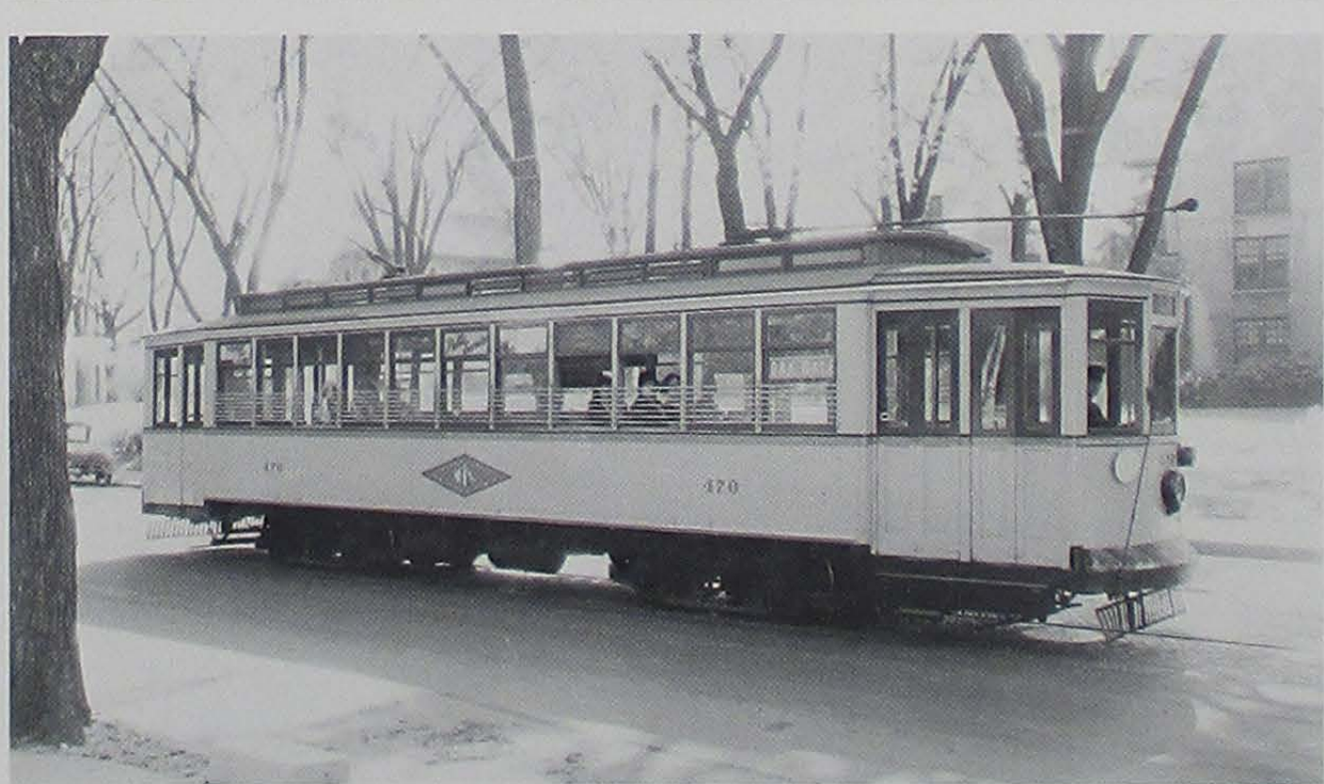
In 1923 major service and track reroutings were made. The Oakdale line operated over new rail in Farnam south of Locust Street after the track on Locust which subsequently turned onto Arlington was removed. The Vander Veer Park — Fejervary Park lines, which formerly used Brady Street, operated north on Harrison Street rejoining the original route via a new track connection at Locust and Brady. Track work in Brady between 15th and Locust was also removed. Fejervary Park cars were again rerouted this time onto Marquette. Mt. Ida cars continued east on 15th from Grand, instead of turning, to Bridge, then south thereon to 13th Street where they rejoined the original route which, in turn, was cutback from Jersey Ridge Road. Trackage on 13th east of Bridge was removed. The 3rd Street line no longer served Forest Park as the entry to the park was cut back to 3rd. Double end sidings were installed on the 3rd Street, Northwest Davenport and Rockingham lines to improve service.

The reroutings improved operations and reduced costs, but they were not enough and the company soon began a policy of bus substitution. On October 3, 1926, the West 7th Street, Le Claire Street, East Locust and Fejervary Park lines were converted. With the conversion of Le Claire Street, the last bit of the short-lived Davenport & Suburban was gone. Gaines Street and Bettendorf lines were converted on August 18, 1929. The Vander Veer Park line was abandoned on February 16, 1935. The last three local lines, Northwest Davenport, 3rd Street and Rockingham — Mt. Ida were abandoned in October 1936.

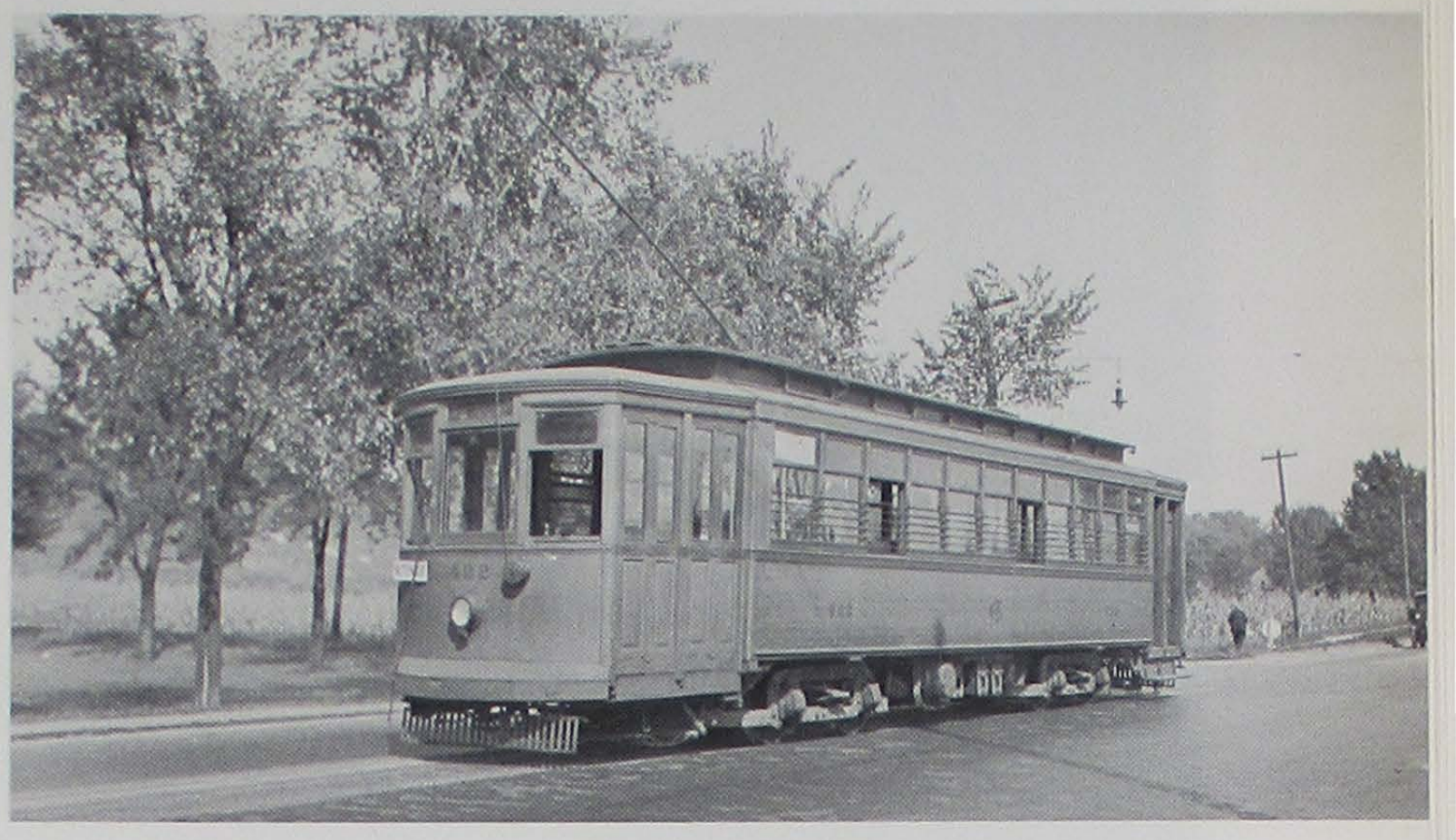
The Bridge cars continued running until April 15, 1940. The last Bridge car, which was also the last streetcar run in the Tri-Cities, was operated by Charles Shellhorn. It was almost 52 years before on August 17, 1888, that Shellhorn operated the first electric car in Davenport. The demand for munitions during World War II renewed life at the Rock Island Arsenal. However, unlike before buses and private autos carried people to work. Bus service continues in 1974.

Like many companies, Tri-City Railways engaged the car building talents of the Pullman Company. Between 1895 and 1896, 22 open cars were built for Tri-City. While car 69 was used in Rock Island and Moline, as shown in the glass roof clerestory this car is representative of the cars used in Davenport at the turn of the century. This picture of car 69 was taken at Pullman's Chicago plant in 1895. George Krambles Collection. **Car 230 was built by the company and used in interstate service. These wooden cars were painted green and operated by two men. Car 471 was built by American Car Company for use in Davenport. The large pilot, called a fender, was a standard appliance on streetcars. It was designed to drop to the rails and scoop-up any person or object on the rails in front of the car.** Both photos Paul Stringham Collection.

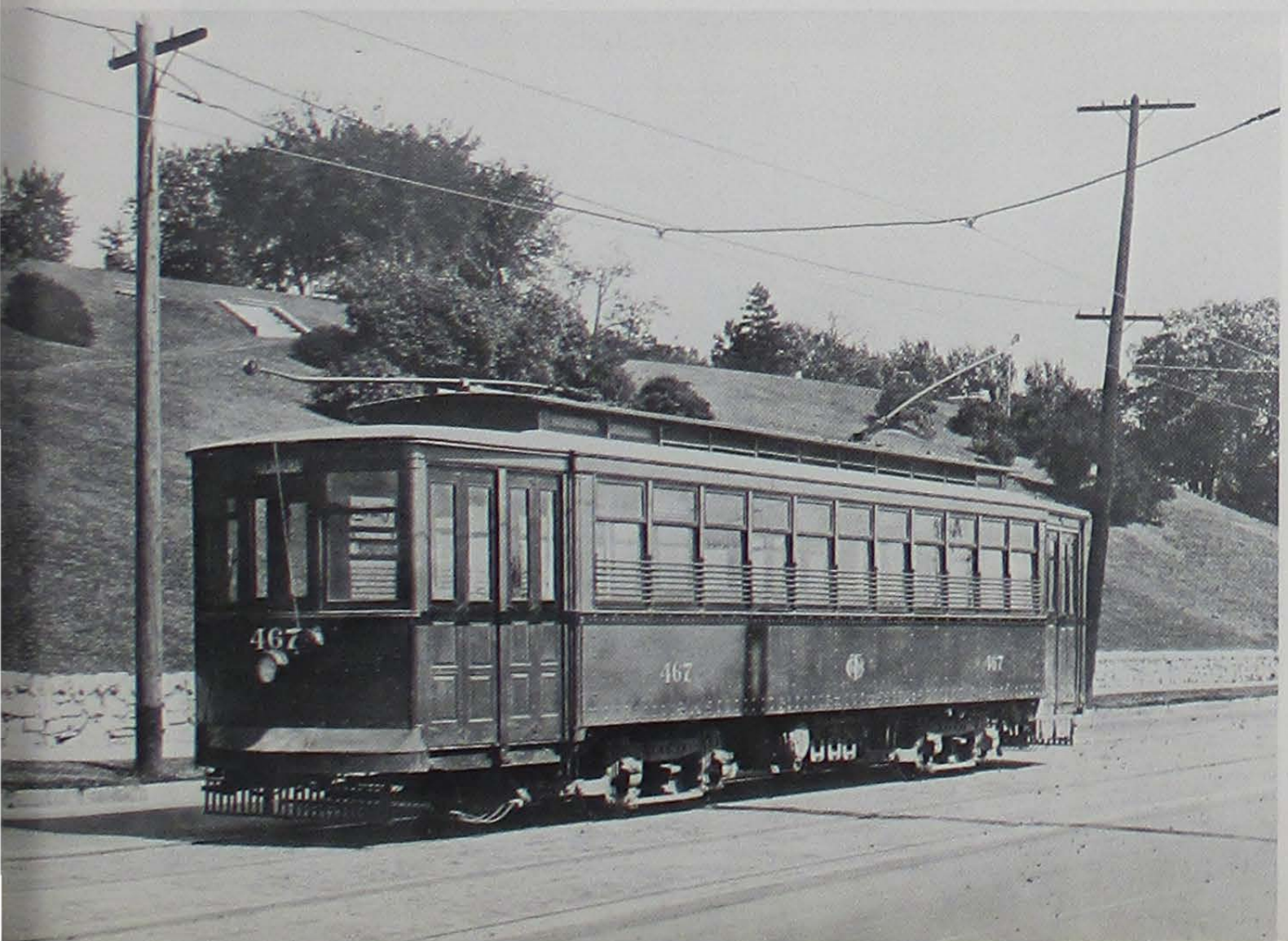




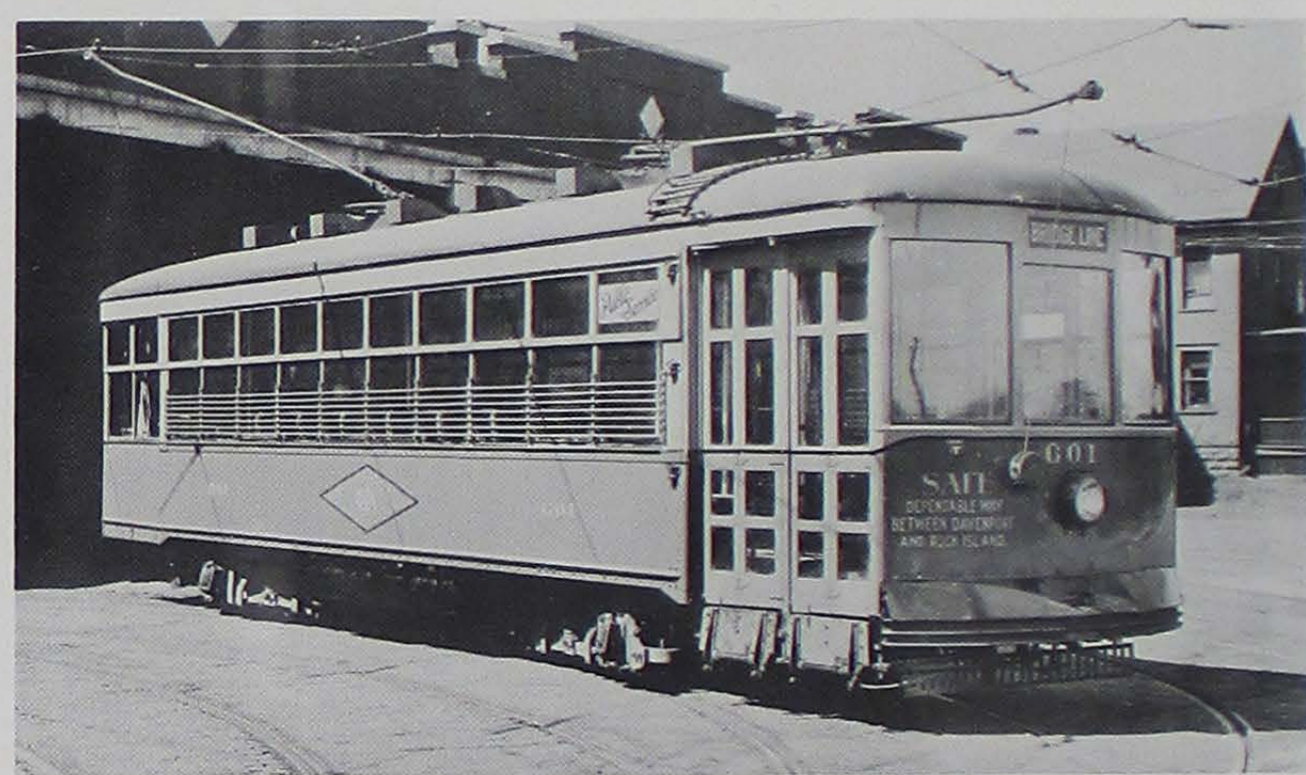
Bridge Line cars could be distinguished by their single trolley pole which was mandated by the U.S. Government. These cars operated over Rock Island in the middle of the Mississippi River. The principal occupant of the island was the army arsenal. The second trolley was removed so that it could not accidentally hit the trolley wire. A spark from such an accidental contact could ignite fumes escaping from the production of ammunition. Car 202 was photographed at Second and Main Streets, Davenport at 12:05 p.m. September 13, 1921. It was one of the first cars to be converted to one-man service. Paul Stringham Collection. **The temporary sign on the front car 477 indicates that it is another one of the first cars to be converted to one-man service. This car was in service on the Northwest Davenport Line when it was photographed at Second and Brady Streets at 4:00 p.m. September 13, 1921.** William C. Janssen Collection. **The Oakdale line served the northeastern section of Davenport. Streetcars operated from downtown over Brady, Farman, and Henry Streets to the Orphans' Home. Resplendent in a fresh yellow paint scheme, car 470 is operating on Brady Street en route to Oakdale.** William D. Middleton Collection.

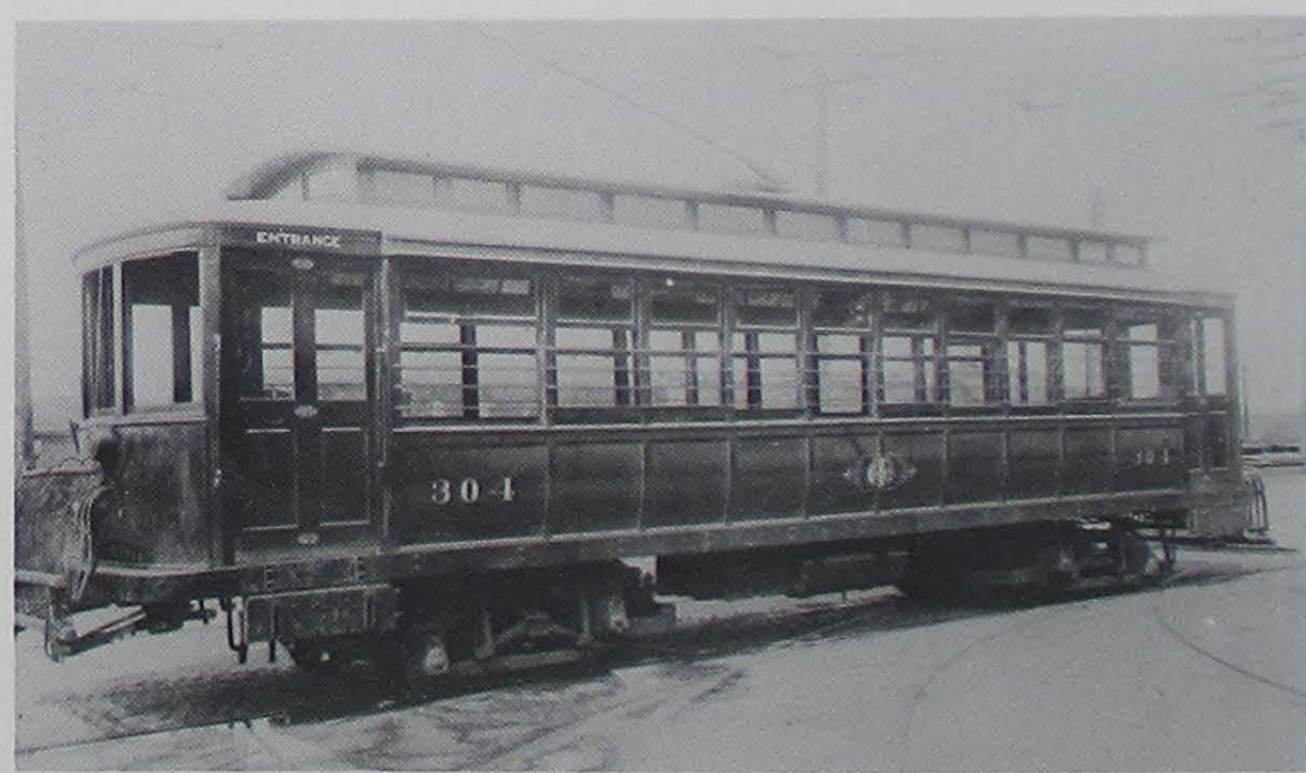


Bettendorf is a small community up the Mississippi River from Davenport. Service to this town was almost suburban in nature. The cars ran over the tracks of the Clinton, Davenport & Muscatine once they left the Davenport city limits. In 1936 car 422 was painted bright yellow; however, panchromatic film was not in general use at this time so the color definition is not correct. This picture was taken at the end of the Bettendorf line. Robert V. Mehlenbeck photo.



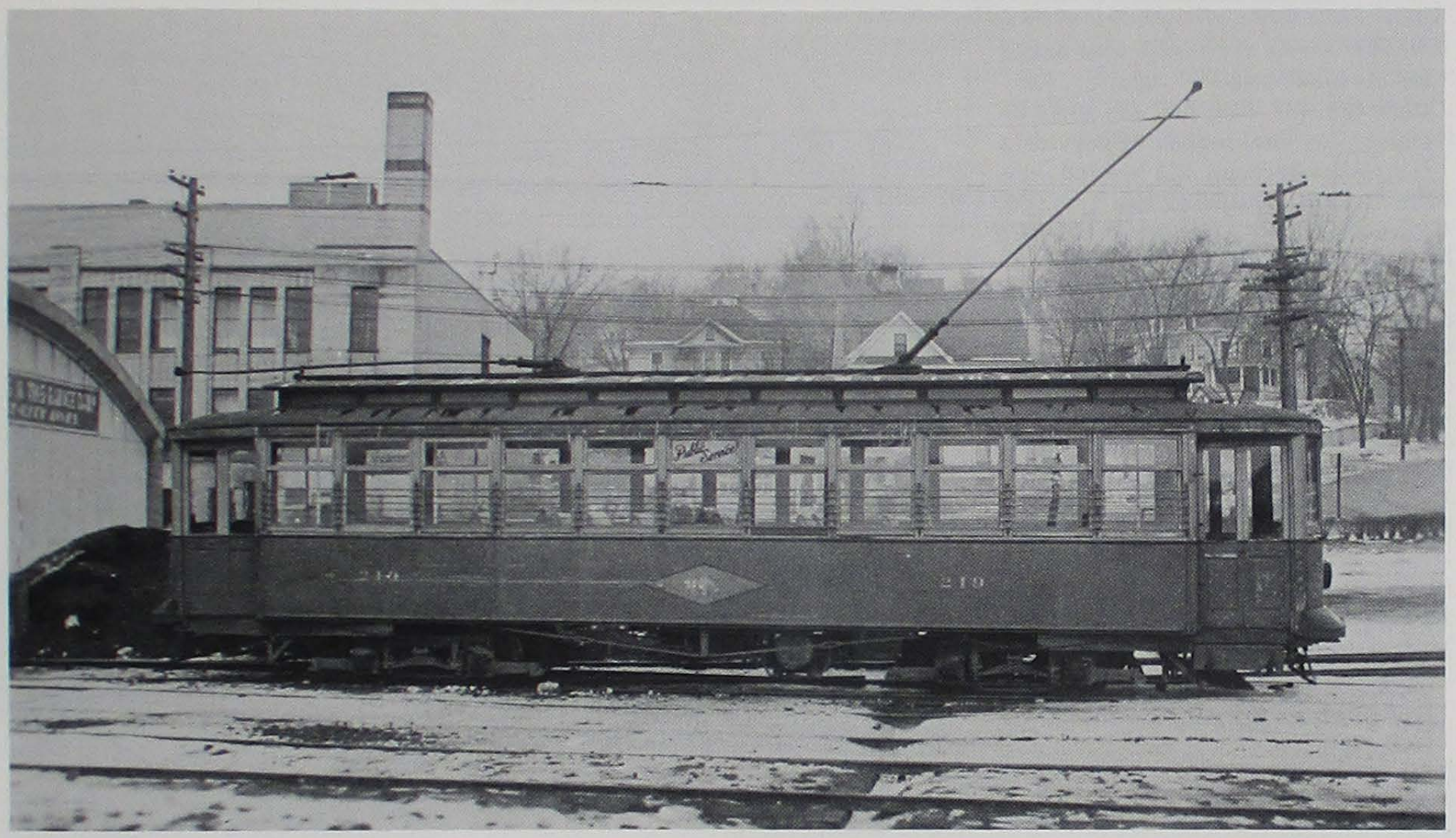
The Rockingham line was through routed with the Mt. Ida line. Just prior to abandonment of the line in October, 1936 car 485 is en route to Rockingham. Robert V. Mehlenbeck photo. **During the 1920's car 467 was in Rockingham service. The second "generation" of pilot devices are shown here. The original fenders had large protruding "baskets" which were becoming a nuisance in the ever increasing vehicular traffic. As shown here the basket was moved under the platform of the car. The fence-like device in front of the basket was known as the gate. When something hit the gate the basket would drop.** William C. Janssen photo.

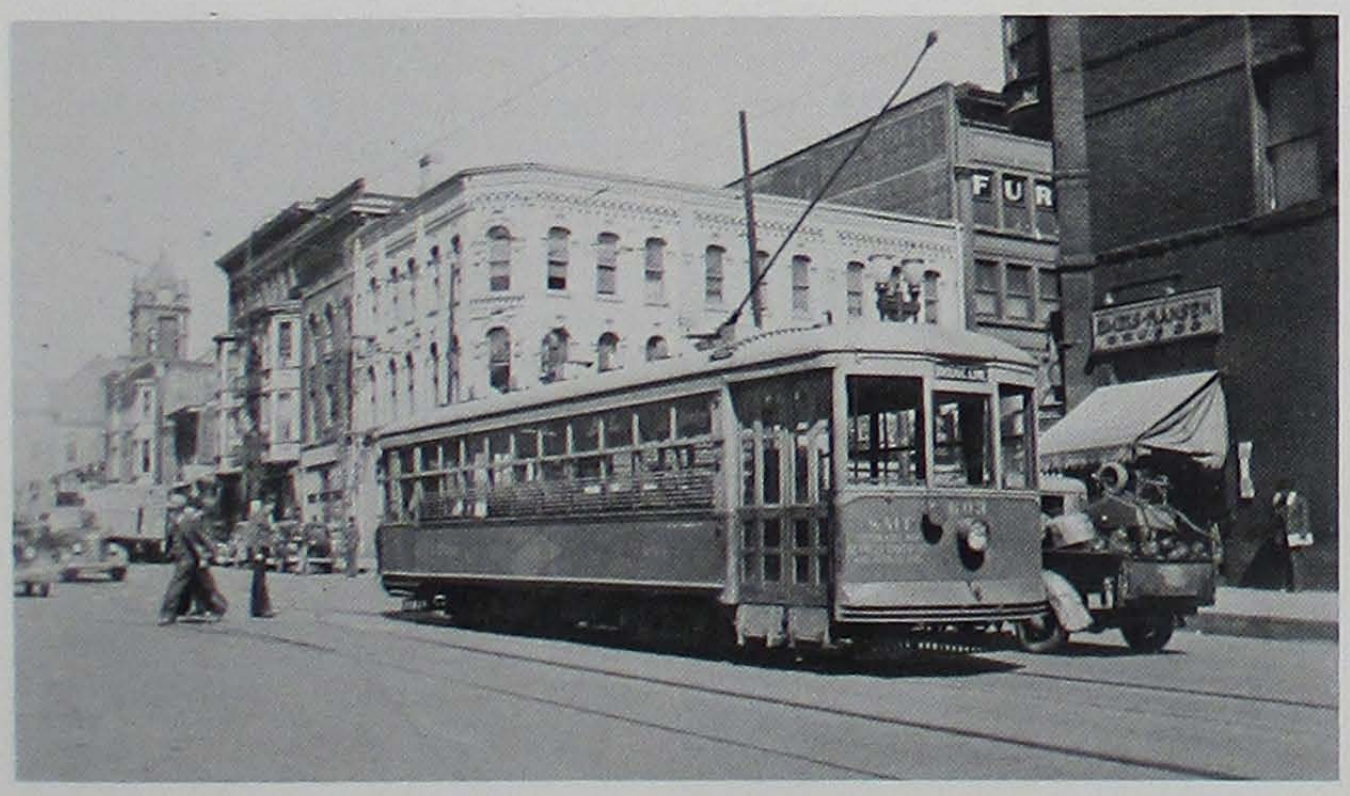




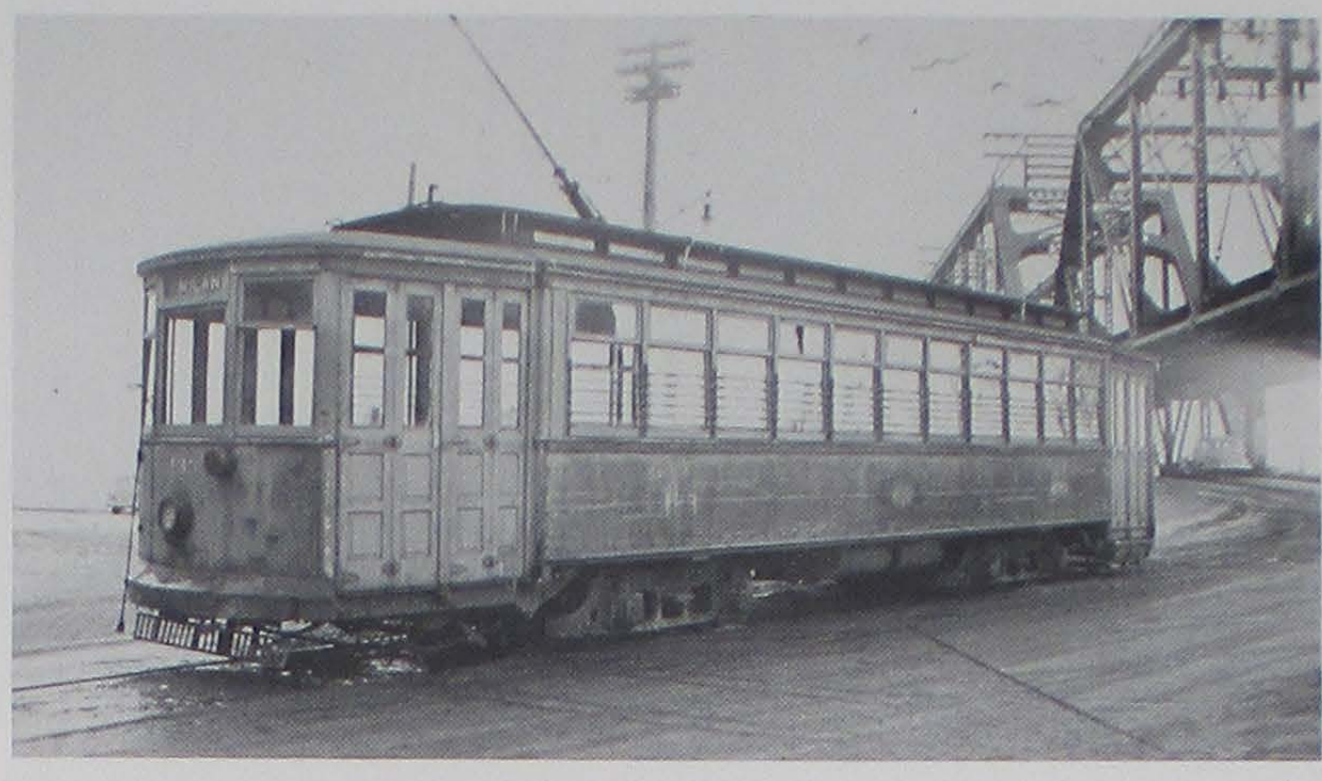
Car 505 was one of three cars built by St. Louis Car Co. and rebuilt by the company in 1916. Twenty years later it was about to end its service life with termination of streetcar service to Bettendorf. In this view car 505 is near the terminal of the line in Bettendorf. Robert V. Mehlenbeck photo. **The 600 series cars were the only cars that were delivered as one-man cars. Built in 1923 these cars spent the first three years of their life on the Fejervary Park and Vander Veer Park lines. They then served on the Northwest Davenport Line. About 1929 six of the ten cars were rebuilt as Bridge cars and painted green with silver tops. It is in this condition that car 601 is pictured.** William C. Janssen photo. **Car 304 was originally an open bench car. In 1917 this car and three sisters were rebuilt, as shown here, for "tripper" service to the Arsenal. Tripper service is when a car typically makes less than a full round trip over a route to meet a peak demand situation. From the Arsenal the tripper cars operated over virtually every line in Davenport. Almost every available car was used in this service. Some remember seeing as many as 15 cars in a row coming out of the Arsenal.** Stephen D. Maguire Collection.

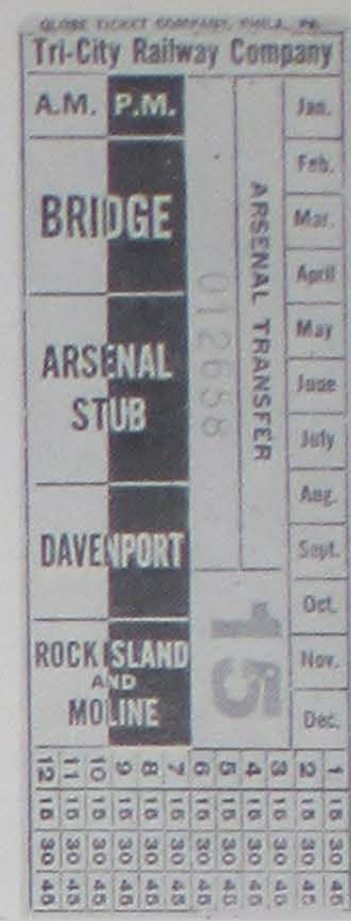
Locust Street was in the northern part of town. Cars operated between there and downtown over Brady Street. In the early 1920's car 464 is pictured on Second Street just before it starts to turn onto Brady Street. Robert W. Gibson Collection.

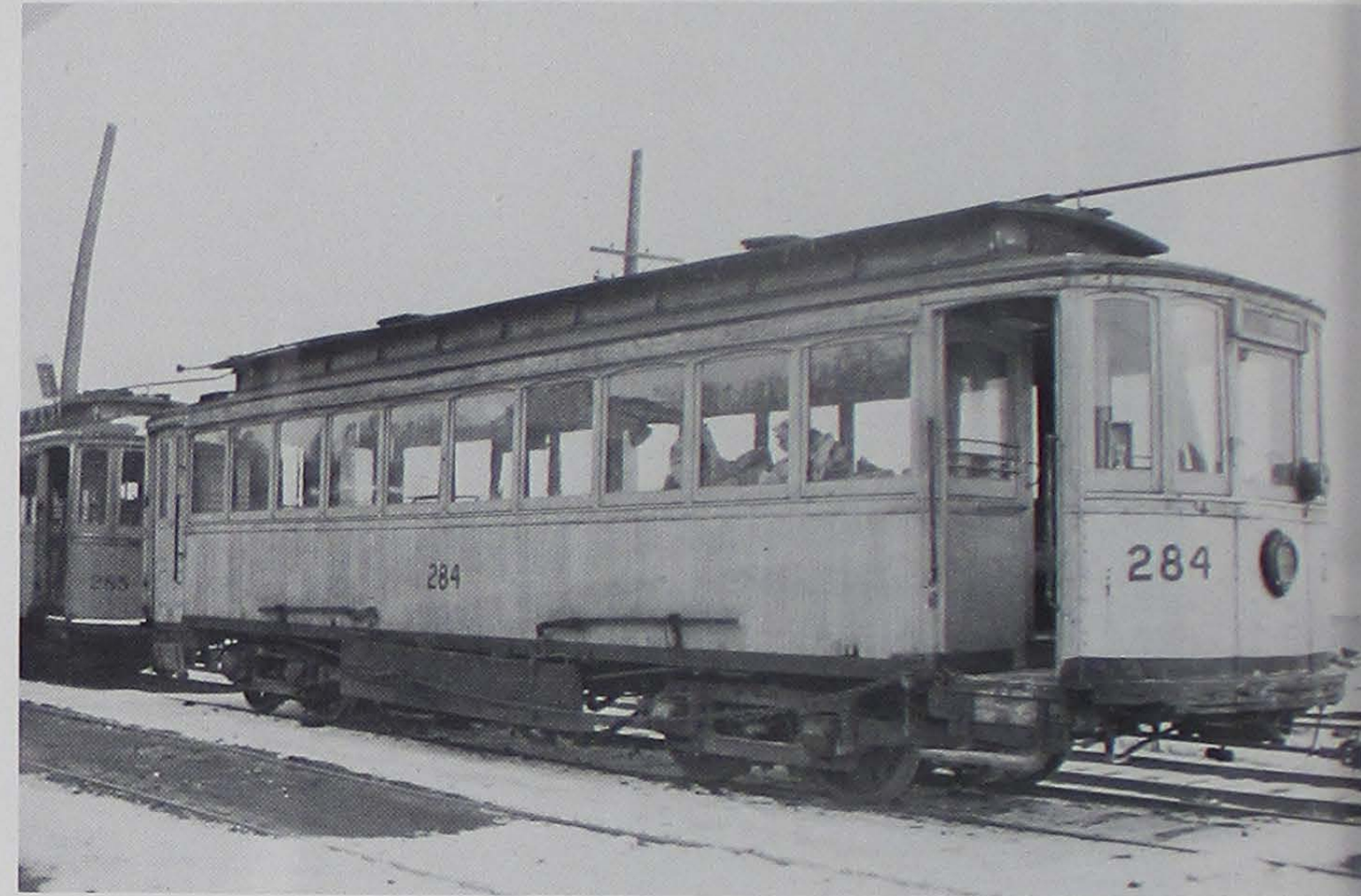




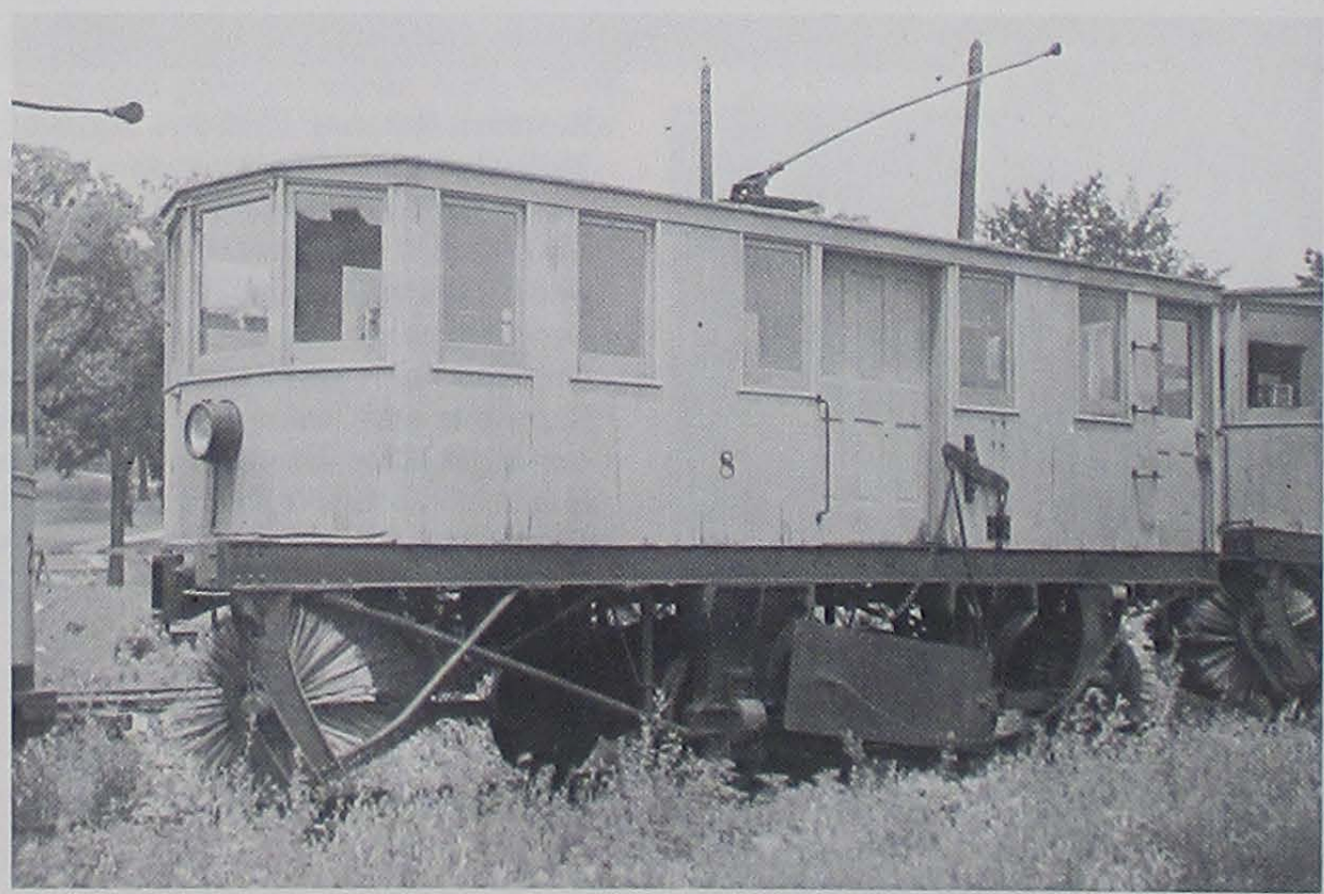
Between October 1936 and April 15, 1940 the only streetcar service in Davenport was that on the Bridge Line. Car 219 was one of four (other three 205, 210 and 220) 200 series cars that were repainted green and retained for standby service after the other cars were scrapped. The car is at the Davenport barn in March 1940. Also pictured in March 1940 is car 603 in service on Third Street in Davenport. Both photos Ed Frank, Jr.







Six 400 series cars were also saved for Arsenal tripper service. They were 428, 432, 433, 435, 438 and 445. During its final month of service a somewhat decrepit 433 headed onto the Bridge. Trains of the Chicago, Rock Island & Pacific cross the Mississippi on the upper level of the bridge. The original bridge on this site was the first bridge over the Mississippi. Originally a Chicago streetcar 284 finished its life as a saltcar in Davenport. Used to spread salt on snow covered streets, the car was also equipped with plow blades to push snow away from the tracks. Both photos taken in March 1940 by Ed Frank, Jr. **Number 8 was one of four sweepers that were used to clean Davenport's streets of snow. These McGuire-Cummings products were photographed in the late 1940's.** Malcolm D. McCarter Collection.



Built to serve the entire year was a good way to describe sprinkler 299. The sprinkler was used in the summer to hold down dust kicked up in the wake of passing streetcars. This duty was required by the franchise to operate granted by the city. In the winter this service unit would extend the plow blades attached to its sides and serve as a snowplow. Despite being a service car, local people remember that it was kept freshly painted. Robert V. Mehlenbeck photo.

CLINTON, DAVENPORT & MUSCATINE RAILWAY COMPANY

The Clinton, Davenport & Muscatine Railway was a corporate combination of two predecessor interurban railways. Full integration of operation was never achieved because the component lines started out using different electric current and continued to do so until abandonment.

CLINTON LINE

The Iowa & Illinois Railway Company was chartered on September 17, 1901 to build an interurban between Clinton and Davenport. Construction contract was awarded to the firm of Pepper & Register. They constructed a 33-mile line on private right-of-way with a ruling grade of 1% (except for the C&NW Railway trestle at Comanche). The line constructed extended from a connection from the Clinton Street Railway near 8th Avenue and Bluff Boulevard, Clinton, to a connection with the Tri-City Railway near 8th and State, Bettendorf. The street railways were used to reach downtown terminals in both cities.

The track was laid with 70-pound rail on oak ties laid in crushed rock ballast. At Wapsie, there was a 3,100-foot trestle over the "bottoms" (2200 feet of this was later filled in). Bridges were designed to handle 40-ton cars.

Current was supplied at 650 volts from four substations, Third Street (Davenport), Pleasant Valley, Princeton and Camanche. These stations were fed by a 13,200-volt line from the Riverside and Moline stations of United Light & Power Company.

The line was completed and placed in operation on November 20, 1904. Seven daily trains were operated. Also, a local tripper was operated from Davenport to Pleasant Valley in the evening and back in the morning. Two cars were able to maintain the through main line schedule. Iowa & Illinois also took over the local Davenport-Bettendorf suburban service from the Tri-City Railway. This service was turned back to Tri-City on May 28, 1905. A new timetable, effective June 19, 1905, called for 14 through trains leaving Clinton every 75 minutes from 6:30 AM to 10:45 PM and Davenport from 7:05 AM to 11:20 PM. Running time was one hour, 40 minutes.

Effective July 25, 1910, the constant headway schedule was replaced with a combined local-limited service of 15 daily trains. Three eastward and four westward trains were limited, stopping only at Princeton, LeClaire and Pleasant Valley.

Express service utilizing an express motor pulling a passenger trailer on certain regular runs started on June 26, 1905. In 1912 a freight yard was acquired in Davenport with trackage rights connecting the yard with the interurban's own line. A one-stall engine house was built by Pleasant Valley. A steam locomotive, No. 72, built by Davenport Locomotive Company in 1909 was acquired to handle the freight trains between Davenport and Pleasant Valley. An electric locomotive was used between Pleasant Valley and Clinton. The yard in Davenport and the use of the steam locomotive were discontinued March 15, 1915. However, electric freight service handling interchange equipment continued as a permanent and significant part of the interurban's business.

MUSCATINE LINE

The second line which was to become part of the CD&M began as the Davenport & Muscatine Railway which was incorporated on February 15, 1910 to build an interurban between the named cities. It was affiliated with the group who owned the city system in Muscatine.

The interurban, built by J. G. White Company, included 25 miles of line on private right-of-way from Telegraph Road in Davenport to Isett Avenue and Bidwell Road in Muscatine, with a total of five miles of street running on streets of the terminal cities. There was a tangent four miles long west of Blue Creek (10 miles west of Davenport), which took the line across country instead of hugging the bank of the Mississippi. Electrification was at 1200 volts DC so substations were only in the terminal cities. Cars ran at half speed on city tracks where 600-volt current was used. Track was 70-pound rail fastened to oak ties in rock ballast. The line was completed and operation commenced August 1, 1912.

During 1912 the Davenport & Muscatine and the affiliated Tri-City Railway came under the control of the United Light & Railways Company of Grand Rapids, Michigan, owner of the Cedar Rapids & Marion City Railway, the Mason City & Clear Lake Railroad and the Grand Rapids, Grand Haven & Muskegon interurban in Michigan. In 1913 the Iowa & Illinois Railway was included in the system under its old name but with a common headquarters in Davenport.

COMBINED OPERATIONS

On January 29, 1916 the two interurbans were merged into the Clinton, Davenport & Muscatine Railway Company. The difference in voltages meant that through service was never operated.

The merged company expanded its interchange freight business and was able to arrange for active connections at Clinton, Bettendorf, Davenport and Muscatine, along with concurrences for participation in the freight rate structure of the territory. When use of the steam locomotive on the Clinton Division ended, service was provided by an electric locomotive from Baldwin-Westinghouse and one from the company shops. On the Muscatine Division the express motors were powerful enough to double as locomotives.

With the merger, the old I&I shop in Clinton was closed and repair work generally handled at the East River Street shop in Davenport. This facility also handled work formerly done at the Muscatine barn for the D&M.

As befitted the principal city on the road, the Davenport station at 213 Perry Street was the finest. A wye in the street provided a siding of two car capacity. A waiting room, ticket office and baggage room occupied the first floor. The second contained offices of the Dispatcher and Roadmaster. A train order light extended from the Dispatcher's window. The express business was handled through a station at Front and Brady Streets, acquired in 1910.

Stations in Clinton and Muscatine were store buildings; cars loaded in the center of the street. A spur track in the rear of the Muscatine station and the old shop at Clinton served as express stations.

In December 1919 power shortages, a result of the post-World War I adjustment period, made it necessary to withdraw eight trains from the Clinton Division. Despite the cuts subsequently being restored, this withdrawal weakened the company's position in a changing economy.

In the 1920's passenger traffic started on a marked downward trend. The CD&M sought to reduce expenses by using one-man lightweight cars. Rather than purchase new equipment which probably was financially impossible, CD&M secured cars from the affiliated Tri-City Railway. These city cars were rebuilt in the Tri-City shops in Rock Island. The first of four units for the Muscatine Division went into service in 1923.

The first of seven lightweights for the Clinton Division came out of the shop on September 2, 1924. Evidently a period of testing and negotiating was necessary for the lightweights did not start service until October 27, 1924. One-man operation started on November 16, 1924.

An unusual appearance marked the lightweight cars. The baggage door was toward the center. A passenger entering the car noted a "telephone booth" on the right-hand side of the car back toward the baggage door. When it was necessary to communicate with the dispatcher, the operator stopped the car at a jack box, plugged in and went into the phone booth to take orders.

The lightweight cars were efficient but had no appreciable effect on arresting the decline in passenger business. In August 1928 bus service was started along the highway parallel to the Clinton Division. A similar service started on the Muscatine Division in October 1929.

While the CD&M line was not literally at the river's edge, its route along the Mississippi substantially limited the territory from which it could expect to draw traffic. As mentioned, the difference in operating voltages made runs the length of the line impossible. Late in 1929 the Muscatine Division schedule was reduced to that which could be maintained by a single car. Timetables of the 1930's show similar operation on the Clinton Division. A 1936 timetable shows a tripper on the Muscatine Division in the evening rush hour which tied up at a point called "Drum", 13.4 miles from Davenport, returning in the morning. There must have been some commuter traffic.

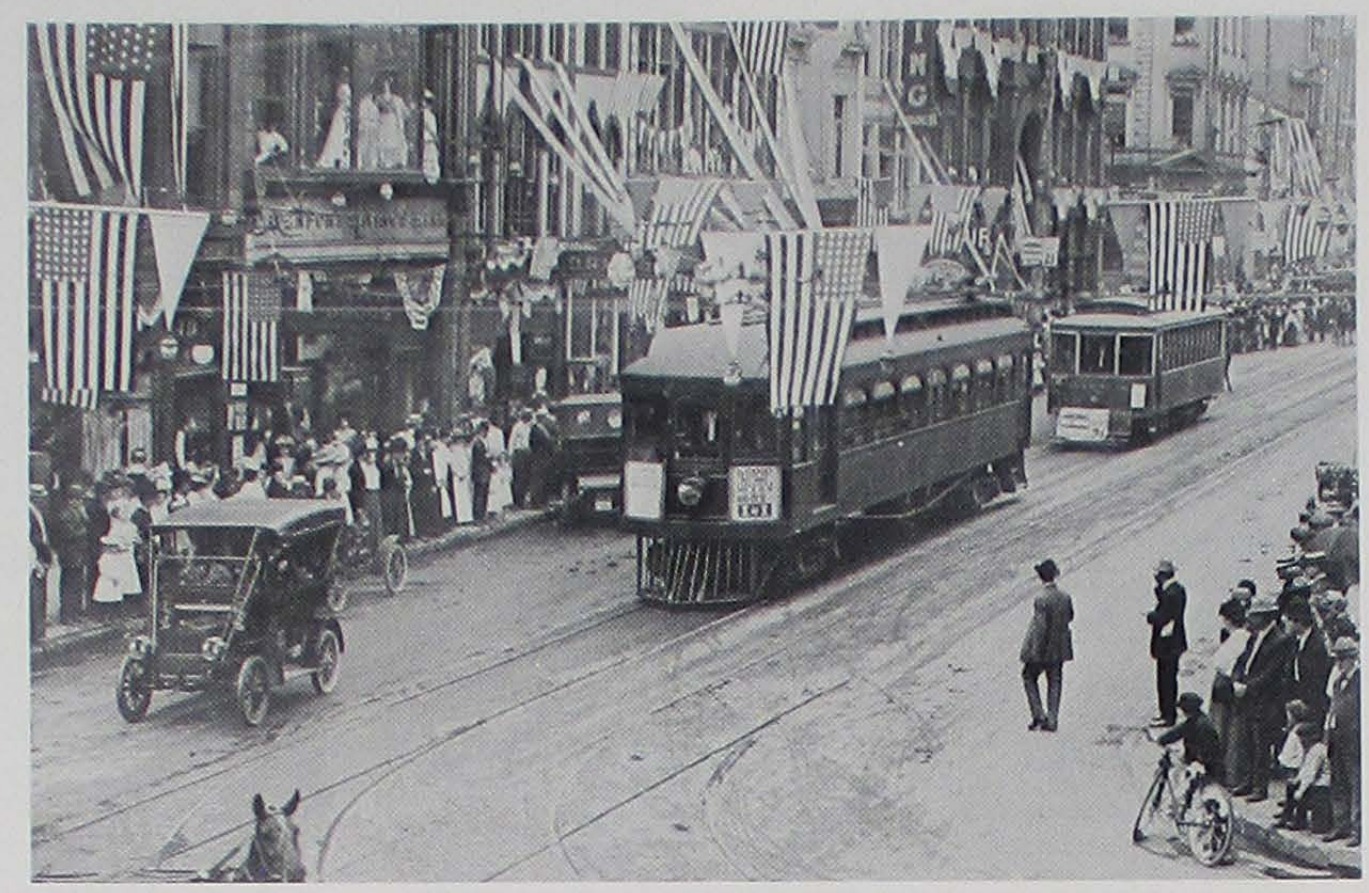
In its last days, CD&M was primarily a freight hauler. In 1934, its carload business amounted to 10,000 cars of which 3,500 were the more profitable "bridge" traffic. CD&M was evidently active in solicitation of traffic with an agency in Kansas City supplementing activities directed from Davenport. Some 6,000 to 8,000 tons of less-carload traffic were handled, some in passenger cars along with pouch mail.

The city lines, used for terminal access, were abandoned, making interurbans somewhat unwelcome. Pressures on the electric utility industry in the late 1930's made them quite unwilling to carry unprofitable electric railways with declining traffic prospects, so abandonment of the CD&M became inevitable. On November 8, 1938 passenger service ended on the Muscatine Division; freight service ended a week later. The Interstate Commerce Commission authorized abandonment of the Clinton Division just before Christmas 1939. The actual abandonment occurred on March 31, 1940.

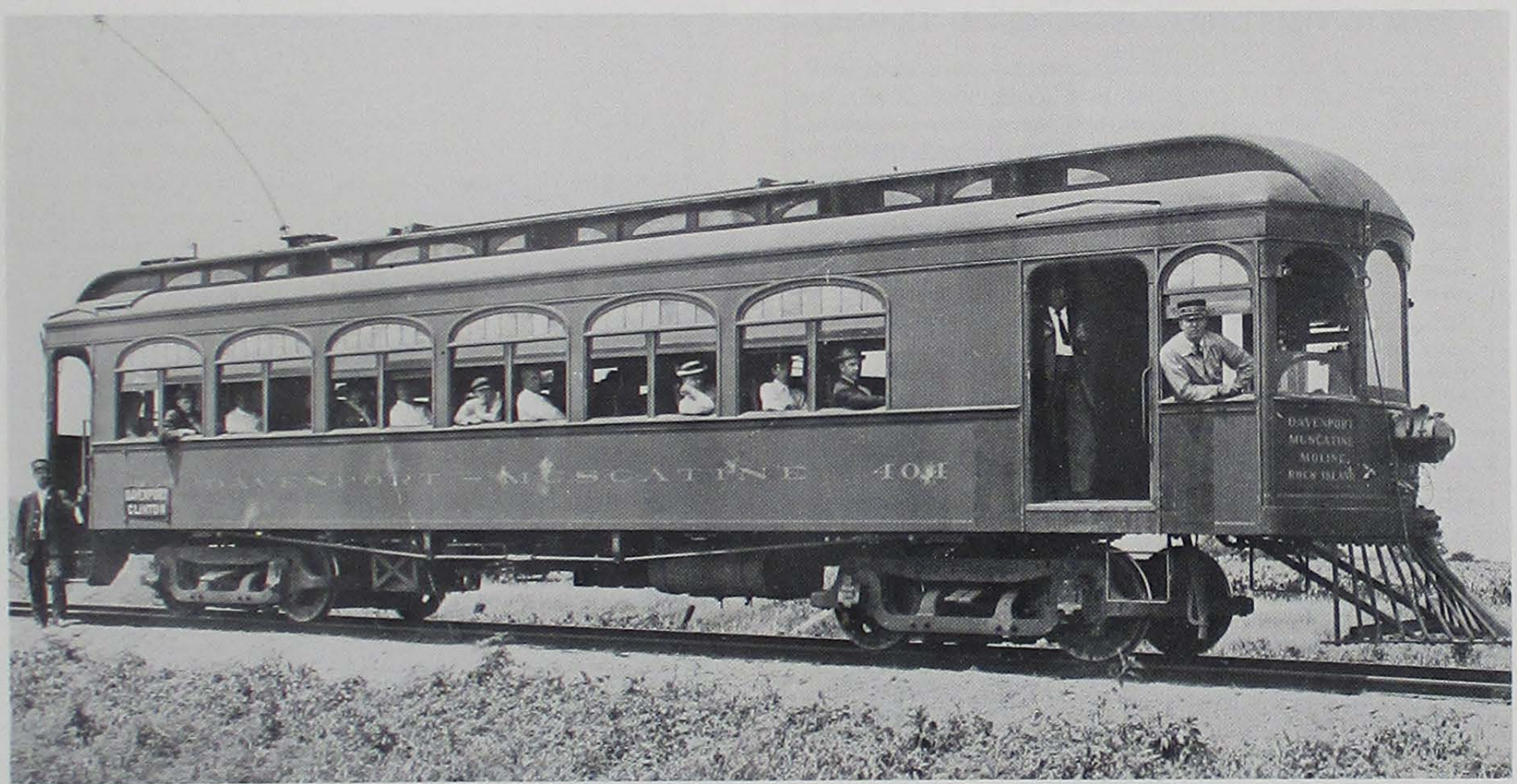
In May 1940, 13.80 miles of the Clinton Division between Davenport and LeClaire were purchased by the Davenport, Rock Island & Northwestern Railway, a switching affiliate of

the connecting steam roads, which continues in operation.

Electric locomotive 77 was sold to the Capital Transit Company in Washington. Seven steel hopper cars were taken over by the Riverside Power Station. The portable substation went to the Mason City & Clear Lake Railroad. Other items on the roster were scrapped.



An I&I interurban precedes a Tri-City streetcar down Third Street in Davenport. The decorations and parade are believed to be part of festivities for the Davenport Exposition of September 21-25, 1908. It is interesting to note that most of the American flags have 48 stars. This flag was not the national emblem until President William Howard Taft authorized it as such by an executive order issued on June 24, 1912. The order followed the admission of New Mexico and Arizona to the Union as states. 46 star flags are evident in the upper left hand corner and behind the pennant over the center of the interurban car. State Historical Society of Iowa Collection.



The graceful arch-window architecture of the Davenport & Muscatine Ry.'s first cars gives a clue as to their builder. Niles Car Co. built 404 and her five other sisters in 1912. William C. Janssen Collection. **On the extreme north end of the railway, Car 31 turns off 1st Street, Clinton. Abandonment of this service was about to be authorized when this picture was taken on December 5, 1939.** Stephen D. Maguire Collection.

Hotels and Depots

DAVENPORT

Davenport Hotel, Fourth and Main Sts.
Kimball Hotel, Fourth and Perry Sts.
St. James Hotel, First and Main Sts.
Saratoga Hotel, Third and Perry Sts.
Windsor Hotel, Third and Perry Sts.
Chicago, Rock Island & Pacific Railway Depot Fifth and Main Sts.
Chicago, Milwaukee & St. Paul Railway Depot First and Perry Sts.
Chicago, Burlington & Quincy Railway Depot First and Perry Sts.

CLINTON

Lafayette Inn, Second St. and Sixth Ave.
Revere Hotel, Second St. and Fourth Ave.
Windsor Hotel, First St. and Fourth Ave.
Grand Hotel, First St. and Sixth Ave.
Columbia Hotel, Second St. between Seventh and Eighth Aves.
The Kehoe, Second St. and Seventh Ave.
Chicago & Northwestern Railway Depot Second St. and Tenth Ave.
Chicago, Rock Island & Pacific Railway Depot Third St. and Tenth Ave.
Chicago, Burlington & Quincy Railway Depot Third St. and Tenth Ave.
Chicago, Milwaukee & St. Paul Railway Depot First St. and Fifth Ave.

All Iowa & Illinois Railway trains stop in front of or one block from all the above hotels and depots except the C. M. & St. P. depot in Davenport (two blocks) and the C. & N. W., the C. R. I. & P .and the C. B & Q. depots in Clinton (three blocks.)

DIRECTIONS

PATRONS are requested to read carefully the following directions, for by so doing they will be saved inconvenience and annoyance, and will greatly assist the Company in giving prompt and efficient service.

To stop a local train at a flag station by day, face the approaching train and extend an arm horizontally across the track when the whistle is sounded one long blast for the station. Remain in that position until the motorman answers with two short blasts of the whistle, then step back well clear of the track. At night, light a match or piece of paper and wave it until motorman answers the signal. In Davenport and Clinton streets signal in the same manner as you would signal to stop a street car.

Limited trains will not stop at flag stations and should such trains be signalled at flag stations the motorman will answer with two long and two short blasts of the whistle but will not stop.

Limited trains except in Davenport and Clinton, will stop only at Pleasant Valley, LeClaire and Princeton, and then only on signal from the Agent. Patrons who wish to board a limited train will please inform the Agent in order that he may display the proper signals.

Limited trains will be distinguished by their heavy toned organ whistles, local trains by light toned whistles. Proper signs at steps of motor cars will indicate whether the train is a limited or a local.

Street Railway Connections

At DAVENPORT with

Cars of the TRI-CITY RAILWAY to ROCK ISLAND and MOLINE and to all parts of DAVENPORT

At CLINTON with

Cars of the CLINTON STREET RAILWAY to LYONS, CHANCY and all parts of CLINTON

Train Connections

At CLINTON
With Chicago & Northwestern Ry. (Main Line)
With Chicago, Milwaukee & St. Paul Ry.
With Chicago, Burlington & Quincy Ry.

At DAVENPORT
With Chicago, Rock Island & Pacific Ry. (Main Line)
With Chicago, Milwaukee and St. Paul Ry.
With Chicago, Burlington and Quincy Ry.

Very convenient train connections can be made with the above mentioned railways and information will be cheerfully given by our Agents. Owing to frequent time table changes on the various railways it is impossible to publish train connections in this time table and keep it up to date and correct.

Ferries

At LeClaire for Port Byron, Illinois
At Princeton for Cordova, Illinois
During season of open navigation

City Stops for Local Trains

DAVENPORT	CLINTON
Second and Brady Sts.	1st St. and 5th Ave.
Second and Main Sts.	2d St. and 5th Ave.
Second and Harrison Sts.	2d St. and 6th Ave.
Third and Brady Sts.	4th St. and 6th Ave.
Third and Main Sts.	6th St. and 6th Ave.
Third and Harrison Sts.	9th St. and 6th Ave.
Third and Perry Sts.	12th St. and 6th Ave.
Third and Rock Island Sts.	Car Barn
Third and LeClaire Sts.	19th Street
Rock Island Crossing	Waiting Room
Bridge Ave. and E. River Sts.	
Mound and E. River Sts.	
McClelland Junction	
Waiting Room	

City Stops for Limited Trains

DAVENPORT	CLINTON
Waiting Room	Waiting Room
Third and Perry Sts.	6th Ave. and 9th St.
Rock Island Crossing	8th Ave. and 12th St.
Mound and E. River Sts.	

TIME TABLE

Iowa & Illinois Railway

OPERATING BETWEEN

DAVENPORT, IOWA

ROCK ISLAND, MOLINE, ILLINOIS AND

CLINTON, IOWA

Full Timetables will be found in the Official Railway Guide and Russell's Railway Guide

Complete Passenger and Freight Tariffs on file at all ticket and freight offices maintained by the I. & I. Railway

BAGGAGE CARRIED FREE
150 POUNDS ON EACH FULL TICKET

FAST FREIGHT AND EXPRESS SERVICE

WAITING ROOMS

Davenport—217 Brady Street, Telephone
Clinton—Cor. 5th Ave. and 3rd Street, Both Phones

Please report any unsatisfactory service, discourtesy of employees, etc., to P. P. CRAPTS, Gen'l Mgr., Davenport, Iowa

TIMETABLE No. 11 "A"
SUBJECT TO CHANGE WITHOUT NOTICE
EFFECTIVE JANUARY 14, 1912

PUBLIC TIMETABLE—WESTBOUND TRAINS

TRAINS

STATIONS	1	3	5	7	9	L'v'd 11	13	L'v'd 15	17	19	L'v'd ✦21	23	25	27	29
LEAVE CLINTON	5.15	6.15	7.30	9.00	10.30	11.30	12.45	2.15	3.00	4.15	5.30	6.30	8.15	10.00	11.30
CAR BARN	5.22	6.23	7.38	9.09	10.36	.....	12.50	.....	3.06	4.21	5.36	6.36	8.21	10.06	11.36
Power House / FENLON'S	5.25	6.26	7.41	9.14	10.38	.....	12.52	.....	3.08	4.24	5.38	6.38	8.24	10.09	11.39
CAMANCHE	5.29	6.30	7.45	9.21	10.42	.....	12.56	.....	3.12	4.28	5.42	6.42	8.28	10.13	11.43
ROCK CREEK	5.33	6.34	7.49	9.24	10.45	.....	12.59	.....	3.15	4.34	5.45	6.45	8.31	10.16	11.46
OAKES PARK	5.37	6.38	7.53	9.28	10.49	.....	1.03	.....	3.19	4.38	5.49	6.49	8.35	10.20	11.50
SHAFFTON	5.40	6.41	7.57	9.31	10.52	.....	1.06	.....	3.22	4.41	5.52	6.52	8.38	10.23	11.53
FOLLETTS	5.43	6.44	7.59	9.33	10.54	.....	1.08	.....	3.24	4.43	5.54	6.54	8.40	10.25	11.55
Wapsie / WEST PUBLIC H'G'Y.	5.44	6.45	8.00	9.34	10.55	.....	1.09	.....	3.25	4.44	5.55	6.55	8.41	10.27	11.57
SCHOOL HOUSE RD.	5.46	6.47	8.02	9.35	10.57	.....	1.14	.....	3.29	4.46	5.57	6.57	8.43	10.29	11.59
PRINCETON	5.52	6.54	8.09	9.41	11.03	11.56	1.20	2.41	3.36	4.52	6.06	7.02	8.49	10.35	12.05
BUDD CREEK	5.54	6.56	8.12	9.44	11.05	.....	1.22	.....	3.39	4.54	.....	7.04	8.51	10.38	12.08
COTTAGE GROVE	5.55	6.57	8.13	9.45	11.06	.....	1.23	.....	3.40	4.55	.....	7.05	8.54	10.42	12.12
HOPSON'S	5.57	6.59	8.15	9.47	11.08	.....	1.25	.....	3.42	4.57	.....	7.07	8.56	10.44	12.14
I. & I. PARK	6.00	7.02	8.18	9.50	11.11	.....	1.28	.....	3.45	4.59	.....	7.09	8.59	10.46	12.16
WALNUT STREET	6.02	7.04	8.20	9.52	11.13	.....	1.29	.....	3.47	5.00	.....	7.10	9.00	10.47	12.17
LECLAIRE	6.05	7.06	8.22	9.54	11.14	12.04	1.31	2.49	3.49	5.02	6.14	7.12	9.02	10.49	12.19
Sharon's / SMITH'S	6.06	7.10	8.26	9.58	11.18	.....	1.35	.....	3.54	5.06	.....	7.16	9.06	10.53	.....
Riverview Tile Works / ALTA RIPA	6.09	7.13	8.29	10.00	11.21	.....	1.41	.....	4.01	5.09	.....	7.18	9.08	10.55	.....
McARTHUR'S	6.12	7.16	8.32	10.02	11.24	.....	1.43	.....	4.04	5.11	.....	7.20	9.10	10.57	.....
PLEASANT VALLEY	6.15	7.19	8.37	10.07	11.27	12.12	1.45	2.57	4.06	5.14	6.22	7.22	9.12	10.59	.....
Fenno's / IOWANA FARM	6.19	7.23	8.41	10.11	11.32	.....	1.49	.....	4.10	5.18	.....	7.26	9.16	11.02	.....
Nutting's / DAVIS' GARDENS	6.22	7.26	8.44	10.14	11.35	.....	1.52	.....	4.13	5.21	.....	7.28	9.19	11.04	.....
Shops / Bettendorf	6.27	7.30	8.48	10.18	11.43	.....	1.56	.....	4.17	5.25	.....	7.32	9.23	11.08	.....
DAVENPORT ARRIVE	6.45	7.48	9.06	10.36	12.00	12.39	2.15	3.23	4.35	5.45	6.48	7.50	9.40	11.25	12.55

✦Local to Princeton, Limited to Davenport.

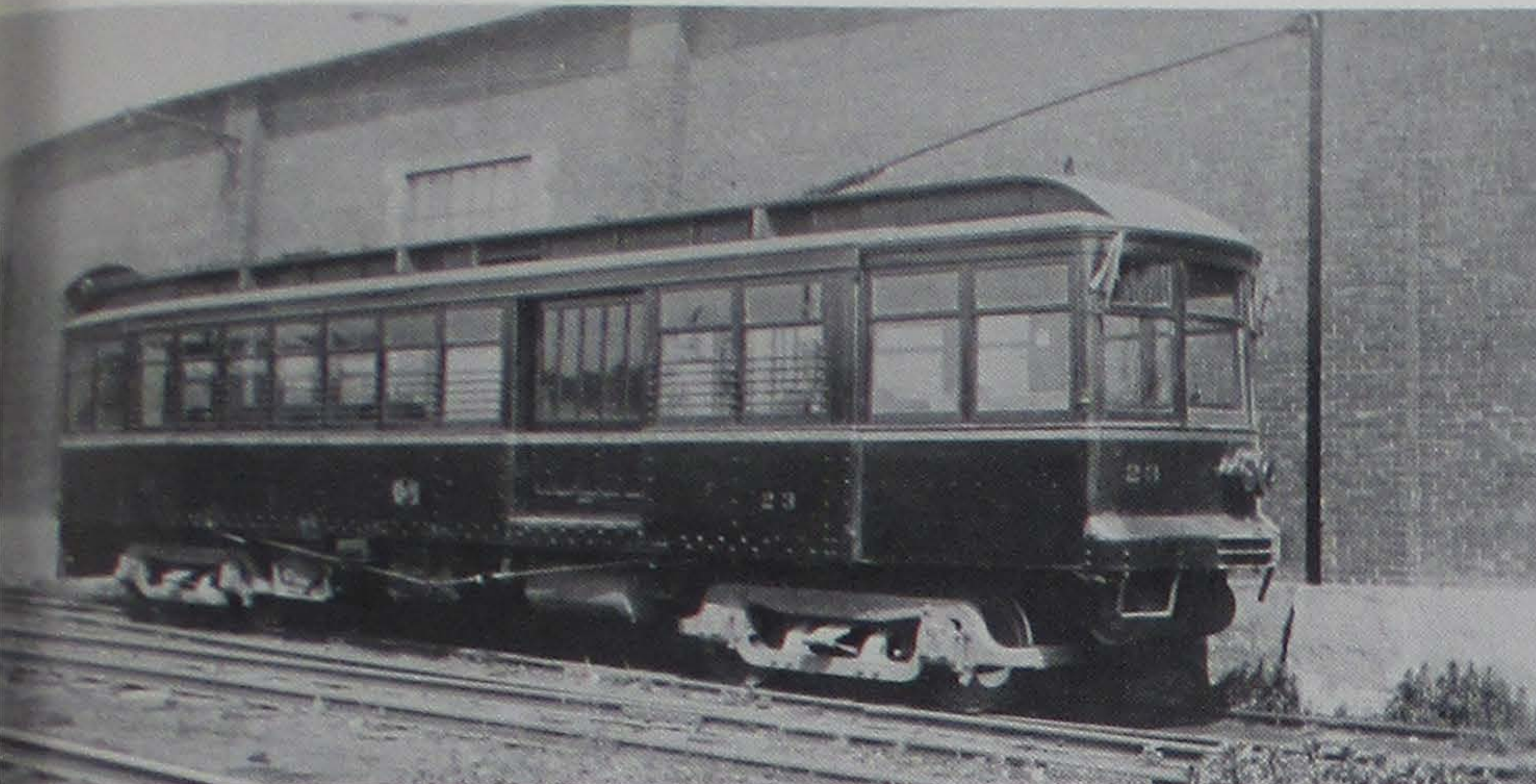
PUBLIC TIMETABLE—EASTBOUND TRAINS

TRAINS

STATIONS	2	L'v'd 4	6	8	10	L'v'd 12	14	L'v'd 16	18	20	22	24	26	28
LEAVE DAVENPORT	7.00	8.20	9.30	11.00	12.15	1.20	2.30	3.40	4.45	6.00	7.00	8.15	10.00	11.30
Bettendorf / SHOPS	7.10	.....	9.44	11.11	12.27	.....	2.41	.....	4.56	6.11	7.11	8.25	10.10	11.40
Davis' Gardens / NUTTING'S	7.14	.....	9.49	11.15	12.33	.....	2.46	.....	5.01	6.16	7.16	8.30	10.15	11.45
Iowana Farm / FENNO'S	7.17	.....	9.50	11.19	12.36	.....	2.49	.....	5.02	6.19	7.19	8.33	10.18	11.48
PLEASANT VALLEY	7.20	8.38	9.54	11.39	12.40	1.38	2.59	3.58	5.07	6.24	7.24	8.37	10.21	11.51
McArthur's / ALTA RIPA	7.29	.....	9.59	11.32	12.43	.....	3.02	.....	5.10	6.27	7.27	8.40	10.24	11.54
TILE WORKS / Riverview	7.31	.....	10.01	11.34	12.45	.....	3.04	.....	5.12	6.29	7.29	8.42	10.26	11.56
SMITH'S / Sharon's	7.33	.....	10.03	11.36	12.47	.....	3.06	.....	5.14	6.31	7.31	8.44	10.28	11.58
LECLAIRE	7.39	8.46	10.08	11.41	12.52	1.46	3.10	4.06	5.21	6.37	7.35	8.48	10.32	12.02
WALNUT STREET	7.40	.....	10.09	11.42	12.53	.....	3.11	.....	5.22	6.38	7.36	8.49	10.33	12.03
I. & I PARK	7.42	.....	10.11	11.43	12.54	.....	3.12	.....	5.25	6.39	7.37	8.50	10.34	12.04
HOPSON'S	7.43	.....	10.12	11.44	12.55	.....	3.13	.....	5.26	6.40	7.38	8.51	10.35	12.05
COTTAGE GROVE	7.47	.....	10.15	11.48	12.59	.....	3.17	.....	5.30	6.44	7.41	8.55	10.38	12.08
BUDD CREEK	7.50	.....	10.18	11.49	1.00	.....	3.18	.....	5.31	6.45	7.42	8.57	10.40	12.10
PRINCETON	7.54	8.54	10.19	11.54	1.03	1.54	3.21	4.14	5.35	6.48	7.45	9.00	10.43	12.13
School House Road / WEST PUBLIC H'G'Y.	8.01	.....	10.25	12.00	1.10	.....	3.27	.....	5.42	6.57	7.50	9.05	10.48	12.18
WAPSIE	8.02	.....	10.26	12.01	1.11	.....	3.28	.....	5.43	6.58	7.51	9.06	10.49	12.19
FOLLETTS	8.03	.....	10.27	12.02	1.12	.....	3.29	.....	5.44	6.59	7.52	9.07	10.50	12.20
SHAFFTON	8.07	.....	10.30	12.05	1.14	.....	3.32	.....	5.47	7.01	7.54	9.09	10.52	12.22
OAKES PARK	8.10	.....	10.33	12.08	1.17	.....	3.35	.....	5.54	7.04	7.57	9.12	10.55	12.25
ROCK CREEK	8.14	.....	10.37	12.12	1.20	.....	3.39	.....	5.58	7.08	8.00	9.15	10.58	12.28
CAMANCHE	8.16	.....	10.43	12.14	1.22	.....	3.41	.....	6.00	7.10	8.02	9.17	11.00	12.30
Fenlon's / POWER HOUSE	8.23	.....	10.46	12.17	1.25	.....	3.44	.....	6.03	7.13	8.05	9.20	11.03	12.33
CAR BARN	8.27	.....	10.48	12.20	1.27	.....	3.47	.....	6.06	7.16	8.08	9.23	11.06	12.36
CLINTON ARRIVE	8.40	9.28	11.00	12.35	1.40	2.29	4.00	4.48	6.20	7.30	8.20	9.35	11.20	12.50

Light face type A. M.
Dark face type P. M.

A 1912 timetable of the Iowa & Illinois gives us a source of reference as to early day operations. Especially interesting is the "Directions" which inform the public how to recognize and stop trains. James D. Johnson Collection. **Car 31 leaves the Davenport Station for Clinton in 1938.** James P. Shuman photo.



On May 30, 1934 car 23 was photographed in Davenport. This car was in Muscatine service as evidenced by the interurban trucks on which it was riding. These trucks were originally under the original cars of the Davenport and Muscatine Railway. Ed Frank photo. **Following the combination of operations through timetables were issued. Through operations were achieved only on paper as passengers had to change cars in Davenport due to the different voltages on the two divisions.** 1925 timetable Stanley T. Bristol Collection. 1935 timetable Joseph M. Canfield Collection.

CLINTON, DAVENPORT & MUSCATINE RAILWAY COMPANY

PASSENGER TRAIN TIME TABLE

EFFECTIVE MARCH 15TH, 1925 — SUBJECT TO CHANGE WITHOUT NOTICE

WESTBOUND TRAINS DAILY

	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
CLINTON		6 00	8 00	9 30	11 00	12 30	2 00	3 30	5 15		7 00	8 39	10 00
CAMANCHE		6 16	8 16	9 46	11 16	12 46	2 16	3 46	5 31		7 16	8 46	10 16
SHAFFTON		6 24	8 24	9 54	11 24	12 54	2 24	3 54	5 39		7 24	8 54	10 24
Wapsie		6 27	8 27	9 57	11 27	12 57	2 27	3 57	5 42		7 27	8 57	10 27
PRINCETON		6 35	8 35	10 05	11 35	1 05	2 35	4 05	5 50		7 35	9 05	10 35
LE CLAIRE		6 45	8 45	10 15	11 45	1 15	2 45	4 16	6 00		7 45	9 15	10 45
Tile Works		6 50	8 50	10 20	11 50	1 20	2 50	4 22	6 05		7 50	9 20	10 50
Country Club		6 51	8 51	10 21	11 51	1 21	2 51	4 23	6 06		7 51	9 21	10 51
PLEAS. VALLEY		6 53	8 53	10 23	11 53	1 23	2 53	4 26	6 08		7 53	9 23	10 53
Iowana		7 01	8 59	10 29	11 59	1 29	2 59	4 33	6 14		7 59	9 29	10 59
Davis Gardens		7 04	9 02	10 32	12 02	1 32	3 02	4 36	6 17		8 02	9 32	11 02
Zimmerman		7 05	9 03	10 33	12 03	1 33	3 03	4 37	6 18		8 03	9 33	11 03
BETTENDORF		7 08	9 05	10 35	12 05	1 35	3 05	4 39	6 20		8 05	9 35	11 05
DAVENPORT, Arr.		7 19	9 16	10 46	12 16	1 46	3 16	4 50	6 31		8 16	9 46	11 16
DAVENPORT, Lv.	6 30	8 00	9 30	11 00	12 30	2 00	3 30	5 00	6 39	8 00	9 33	11 00	
BLUE GRASS	7 02	8 32	10 02	11 32	1 02	2 32	4 02	5 32	7 02	8 32	10 02	11 32	
PLEAS. PRAIRIE	7 15	8 45	10 15	11 45	1 15	2 45	4 15	5 45	7 15	8 45	10 15	11 43	
RAINBOW	7 24	8 54	10 24	11 54	1 24	2 54	4 24	5 54	7 24	8 54	10 24	11 51	
SWEETLAND	7 28	8 58	10 28	11 58	1 28	2 58	4 28	5 58	7 28	8 58	10 28	11 54	
MUSCATINE	7 50	9 20	10 50	12 20	1 50	3 20	4 50	6 20	7 50	9 20	10 50	12 15	

EASTBOUND TRAINS DAILY

	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
MUSCATINE		6 30	8 00	9 30	11 00	12 30	2 00	3 30	5 00	6 30	8 00	9 30	11 00
SWEETLAND		6 50	8 20	9 50	11 20	12 50	2 20	3 50	5 20	6 50	8 20	9 50	11 20
RAINBOW		6 54	8 24	9 54	11 24	12 54	2 24	3 54	5 24	6 54	8 24	9 54	11 24
PLEAS. PRAIRIE		7 04	8 34	10 04	11 34	1 04	2 34	4 04	5 34	7 04	8 34	10 04	11 34
BLUE GRASS		7 15	8 45	10 15	11 45	1 15	2 45	4 15	5 45	7 15	8 45	10 15	11 43
DAVENPORT, Arr.		7 45	9 15	10 45	12 15	1 45	3 15	4 45	6 15	7 45	9 15	10 45	12 12
DAVENPORT, Lv.	6 25	7 55	9 30	11 00	12 30	2 00	3 30	5 15	7 00	8 30	10 00		
BETTENDORF	6 36	8 06	9 41	11 11	12 41	2 11	3 41	5 26	7 11	8 41	10 11		
Zimmerman	6 38	8 08	9 43	11 13	12 43	2 13	3 43	5 28	7 13	8 43	10 13		
Davis Gardens	6 39	8 10	9 44	11 14	12 44	2 14	3 44	5 29	7 14	8 44	10 14		
Iowana	6 42	8 13	9 47	11 17	12 47	2 17	3 47	5 32	7 17	8 47	10 17		
PLEAS. VALLEY	6 48	8 20	9 53	11 23	12 53	2 23	3 53	5 38	7 23	8 53	10 23		
Country Club	6 50	8 22	9 55	11 25	12 55	2 25	3 55	5 40	7 25	8 55	10 25		
Tile Works	6 51	8 24	9 56	11 26	12 56	2 26	3 56	5 41	7 26	8 56	10 26		
LE CLAIRE	6 56	8 30	10 01	11 31	1 01	2 31	4 01	5 46	7 31	9 01	10 31		
PRINCETON	7 06	8 41	10 11	11 41	1 11	2 41	4 11	5 56	7 41	9 11	10 41		
Wapsie	7 13	8 47	10 17	11 47	1 17	2 47	4 17	6 02	7 47	9 17	10 47		
SHAFFTON	7 18	8 50	10 20	11 50	1 20	2 50	4 20	6 05	7 50	9 20	10 59		
CAMANCHE	7 27	9 00	10 30	12 00	1 30	3 00	4 30	6 15	8 00	9 39	11 00		
CLINTON	7 46	9 16	10 46	12 16	1 46	3 16	4 46	6 31	8 16	9 46	11 16		

BAGGAGE: Free allowance, 150 pounds with each regular full fare and 75 pounds with each regular half fare ticket purchased. Personal baggage, such as trunks, valises and sample cases, received on free allowance.

Freight Connection to any Point via Railroad

The C. D. & M. Railway provides a dual system of passenger service between Davenport and Clinton, and Davenport and Muscatine. Modern motor coaches travel the "Mississippi Way", while electric trains operate on alternate schedules.

Both these means of communication connect at terminal points with motor coach lines as well as trunk line passenger trains running to points in Iowa and more remote points east and west.

Freight Service thruout the United States and Canada.

Rural Electric Service.

CLINTON, DAVENPORT & MUSCATINE RAILWAY

MUSCATINE—DAVENPORT—CLINTON

Passenger Train & Motor Coach Time Table

EASTBOUND—READ DOWN — July 16, 1935 — **Central Standard Time** — WESTBOUND—READ UP

Eastbound—Read Down

	★ PM Bus	Dly PM Int.	Dly PM Bus	Dly PM Int.	Dly PM Bus	Dly PM Int.	Dly PM Bus	Dly PM Int.	Dly AM Bus	Dly AM Int.	Dly AM Bus			Bus Mls	Int. Mls
Lv. **Muscatine, Ia.**	1045	9 35	7 15	6 35	4 45	3 40	2 00	1230	1040	9 30	7 40			.0	.0
Sweetland		9 53		6 58		4 03		1253		9 53					7.1
Fairport	1104		7 34		5 04		2 19		1059		7 59			8.3	
Rainbow		9 57		7 02		4 07		1257		9 57					9.2
Pleasant Prairie		1007		7 12		4 17		1 07		1007					13.8
Montpelier	1115		7 45		5 15		2 30		1110		8 07			13.6	
Buffalo	1123		7 53		5 23		2 38		1118		8 15			18.3	
Blue Grass		1018		7 23		4 28		1 18		1018					19.5
Ar. **Davenport**	1150	1045	8 20	7 50	5 50	4 55	3 05	1 45	1145	1045	8 40			28.7	29.9
		Dly PM Int.		Dly PM Int.		Dly PM Int.	Dly PM Bus	Dly PM Int.		Dly AM Int.	Dly AM Bus	Dly AM Int.	Dly AM Bus		
Lv. **Davenport**		1050		8 00		5 10	3 30	2 00		1100	9 30	8 10	6 30	28.7	29.9
Bettendorf		1100		8 11		5 21	3 41	2 11		1111	9 41	8 20	6 41	32.3	33.5
Iowana		1106		8 17		5 27	3 47	2 17		1117	9 47	8 26	6 47	35.2	36.4
Pleasant Valley		1113		8 23		5 33	3 53	2 23		1123	9 53	8 32	6 53	38.0	39.2
Country Club		1115		8 25		5 35	3 55	2 25		1125	9 55	8 34	6 55	38.3	39.5
Le Claire		1120		8 31		5 41	4 01	2 31		1131	1001	8 47	7 01	42.5	43.7
Princeton		1127		8 41		5 51	4 11	2 41		1141	1011	8 49	7 11	47.9	49.1
Shaffton		1138		8 50		6 00	4 20	2 50		1150	1020	8 58	7 20	53.6	54.8
Camanche		1146		9 00		6 10	4 30	3 00		1230	1030	9 06	7 30	58.2	59.4
Ar. **Clinton, Ia.**		1200		9 16		6 27	4 46	3 16		1216	1046	9 21	7 46	63.7	64.9

Westbound—Read Up

	Int. Mls	Bus Mls	Dly AM Bus	Dly AM Int.	Dly AM Bus	Dly PM Int.	Dly PM Bus	Dly PM Int.	Dly PM Bus	Dly PM Int.	Dly PM Bus	Dly PM Int.	★ PM Bus	
Muscatine, Ia. Ar	64.9	63.7	7 30	8 40	1025	1215	1 35	3 15	4 35	6 25	7 05	9 15	1035	
Sweetland	57.8			8 21		1156		2 56		6 06		8 56		
Fairport		56.4	7 11		1005		1 15		4 15		6 45		1015	
Rainbow	55.3			8 18		1152		2 52		6 02		8 52		
Pleasant Prairie	51.1			8 10		1144		2 44		5 54		8 44		
Montpelier		49.9	7 03		9 56		1 05		4 05		6 35		1005	
Buffalo		45.4	6 57		9 48		1258		3 58		6 28		9 58	
Blue Grass	45.4			8 00		1132		2 32		5 42		8 32		
Davenport Lv	35.0	35.0	6 30	7 30	9 20	1100	1230	2 00	3 30	5 10	6 00	8 00	9 30	
				Dly AM Int.	Dly AM Bus	Dly AM Int.		Dly PM Int.	Dly PM Bus	Dly PM Int.	Dly PM Bus	Dly PM Int.		Dly PM Int.
Davenport Ar	35.0	35.0		8 00	9 16	1046		1 46	3 16	4 50	6 26	7 46		1047
Bettendorf	31.4	31.4		7 49	9 05	1035		1 35	3 05	4 35	6 15	7 35		1031
Iowana	28.5	28.5		7 42	8 59	1029		1 29	2 58	4 33	6 09	7 29		1026
Pleasant Valley	25.7	25.7		7 36	8 53	1023		1 23	2 53	4 26	6 03	7 23		1020
Country Club	24.8	24.8		7 34	8 51	1021		1 21	2 51	4 23	6 01	7 21		1018
Le Claire	21.2	21.2		7 27	8 45	1015		1 15	2 45	4 15	5 55	7 15		1012
Princeton	15.8	15.8		7 18	8 35	1005		1 05	2 35	4 05	5 45	7 05		1002
Shaffton	10.1	10.1		7 08	8 24	9 54		1254	2 24	3 54	5 34	6 54		9 52
Camanche	5.5	5.5		7 00	8 16	9 46		1246	2 16	3 45	5 26	6 45		9 45
Clinton, Ia. Lv	0	0		6 45	8 00	9 30		1230	2 00	3 30	5 10	6 30		9 30

★—Saturdays, Sundays and Holidays only. Int.—Indicates Interurban. Where no time is shown Bus or Interurban does not reach.

Save Money - Buy Round Trip or Commutation Tickets

TICKET OFFICES

DAVENPORT—213 Perry St., Phone Dial 3-1923, General Office, Phone Dial 3-3611
CLINTON—125-5th Avenue South, Phone Bell 443.
MUSCATINE—109 Iowa St., Phone 112.

Baggage—Free allowance, 150 pounds with each regular full fare and 75 pounds with each regular half fare ticket purchased. Personal baggage, such as trunks, valise and sample cases, received on free allowance. Trunks handled on electric cars only.

C. D. & M. Ry. operate Union Bus Station at Clinton, Davenport and Muscatine, connections made with all bus lines operating out of all terminals

Economy — **Passenger and Freight Service** — ***Safety***

Do you know that you cannot operate your car for less than four cents per mile to take care of gasoline, oil, repairs, tire and car depreciation. There is the liability of having an accident, the tremendous hazard of driving on the highway with light vehicles, and limited amount of parking to be taken into consideration.

STOP! LISTEN! The C. D. & M. Ry. is selling round trip tickets for two cents per mile, and books of 25 tickets at the rate of one and one-half cents per mile. Compare, and decide if you want to keep the line that delivers your daily papers in operation.

Leave your car at home on trips where the C. D. & M. Ry. can serve you. During the past twenty years of operation the C. D. & M. Railway has a remarkable record of safety in delivering passengers to their destination.

The C. D. & M. Railway handles rush shipments on its freight and passenger trains whichever is the most convenient to expedite the service. Give us a trial on your next shipment.

We operate two freight trains each way out of Davenport (including the Tri-Cities on less carload) daily (except Sunday) to Clinton and Muscatine, handling carload and less carload to all stations. Making pick-up and store-door delivery on less carload shipments in Davenport, (including the Tri-Cities) Clinton and Muscatine.

Attention: See opposite side of this folder for savings you can make by buying commutation or round trip tickets. More and more people all along the line are daily taking advantage of this low-cost service, as is shown by the fact that riding has nearly doubled since last year. Leave your car at home for such trips. Do not take a chance these winter months with dangerous highways.

Buy Commutation Tickets - Good for entire family

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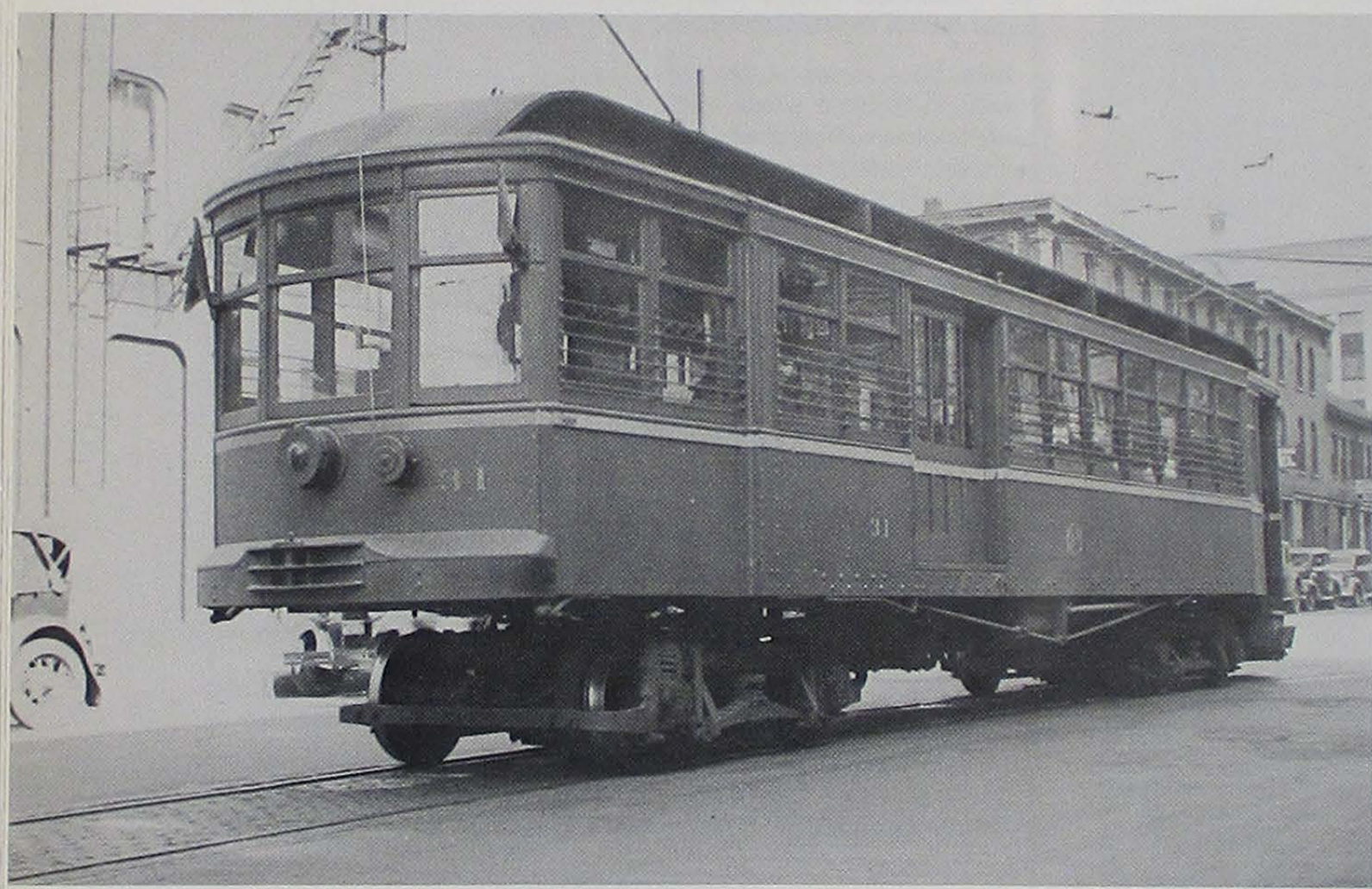
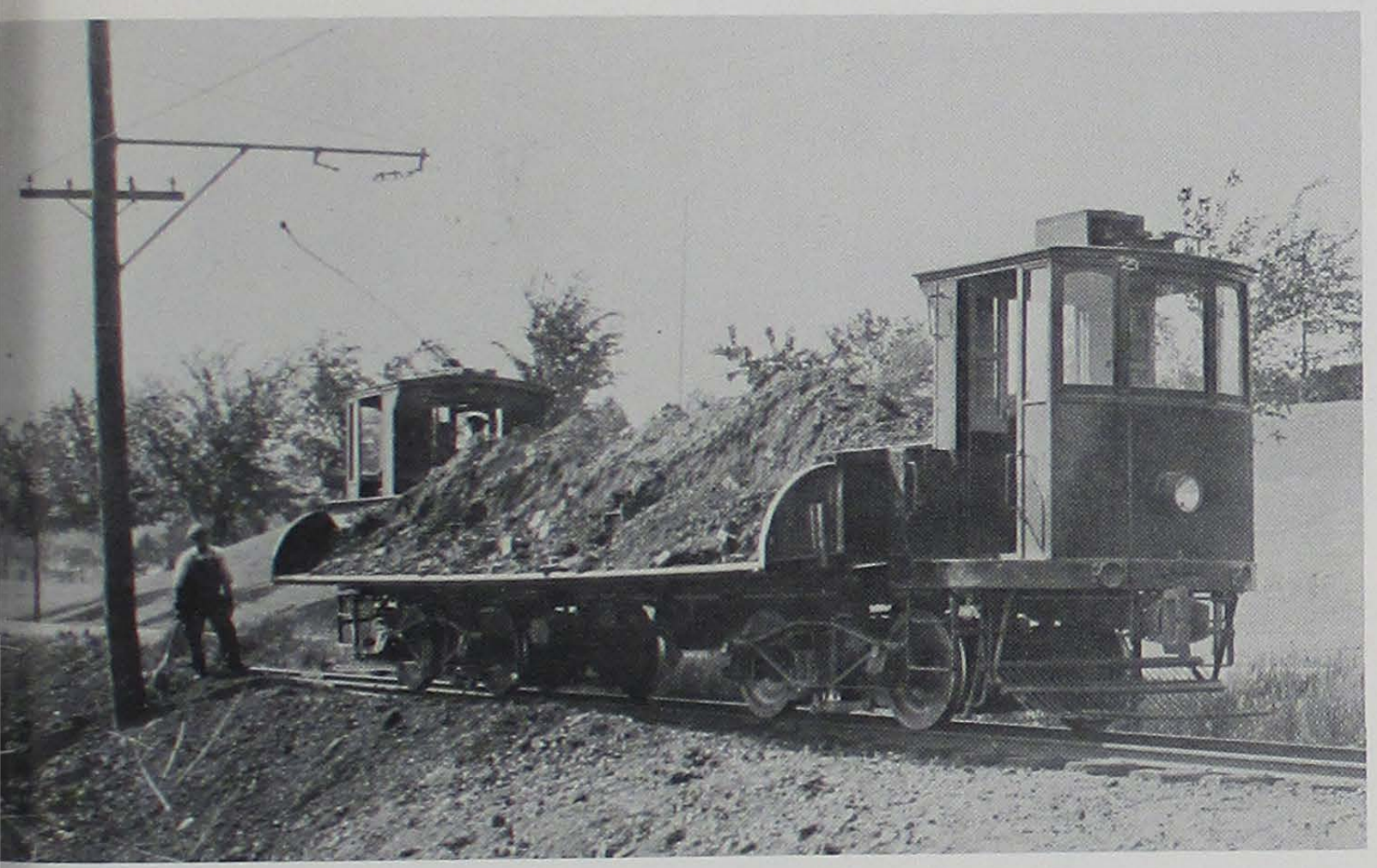
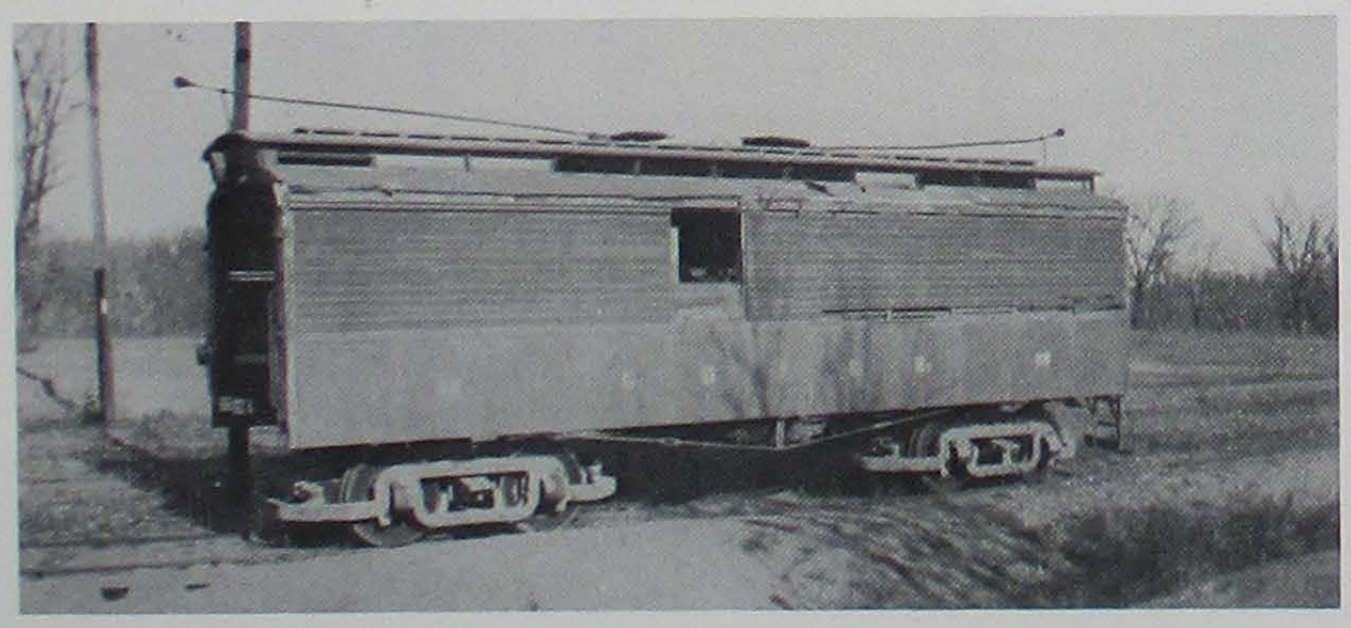
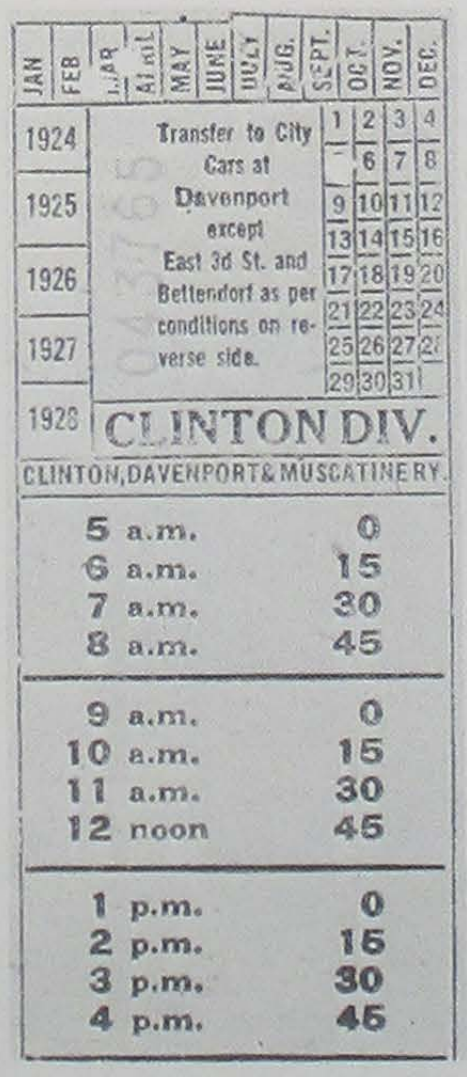


Lightweight cars, rebuilt from series 416-427 in the Rock Island shops, were used after 1924. The streetcars were previously on the 3rd Street and Bettendorf lines. In order to clear the Arsenal bridge and meet the Government regulations the cars were towed to Davenport on shop trucks. Car 21 was photographed in Davenport on August 26, 1938 approximately 2½ months before service to Muscatine ended. James P. Shuman photo. **Riding on rebuilt streetcar trucks, car 31 leaves Davenport for Clinton in 1936.** Robert V. Mehlenbeck photo. **In the final days of service in March, 1940 car 31 is slowing down to stop at Pleasant Valley en route from Clinton. The Mississippi River is just beyond the railroad embankment on the right.** Ed Frank, Jr. photo.





Car 31 is "in the hole" at Tile Works waiting for its meet, a southbound freight, to pass on May 25, 1938. William C. Janssen Photo. **Differential dump motor 56 was near Mound Street in East Davenport during the early 1920's.** Davenport Times-Democrat photo from James T. Ratcliffe Collection. **Motor 88, shown here at Camanche on December 6, 1939, was also a rebuilt Davenport streetcar. It was limited to rock quarry service.** Stephen D. Maguire Collection.

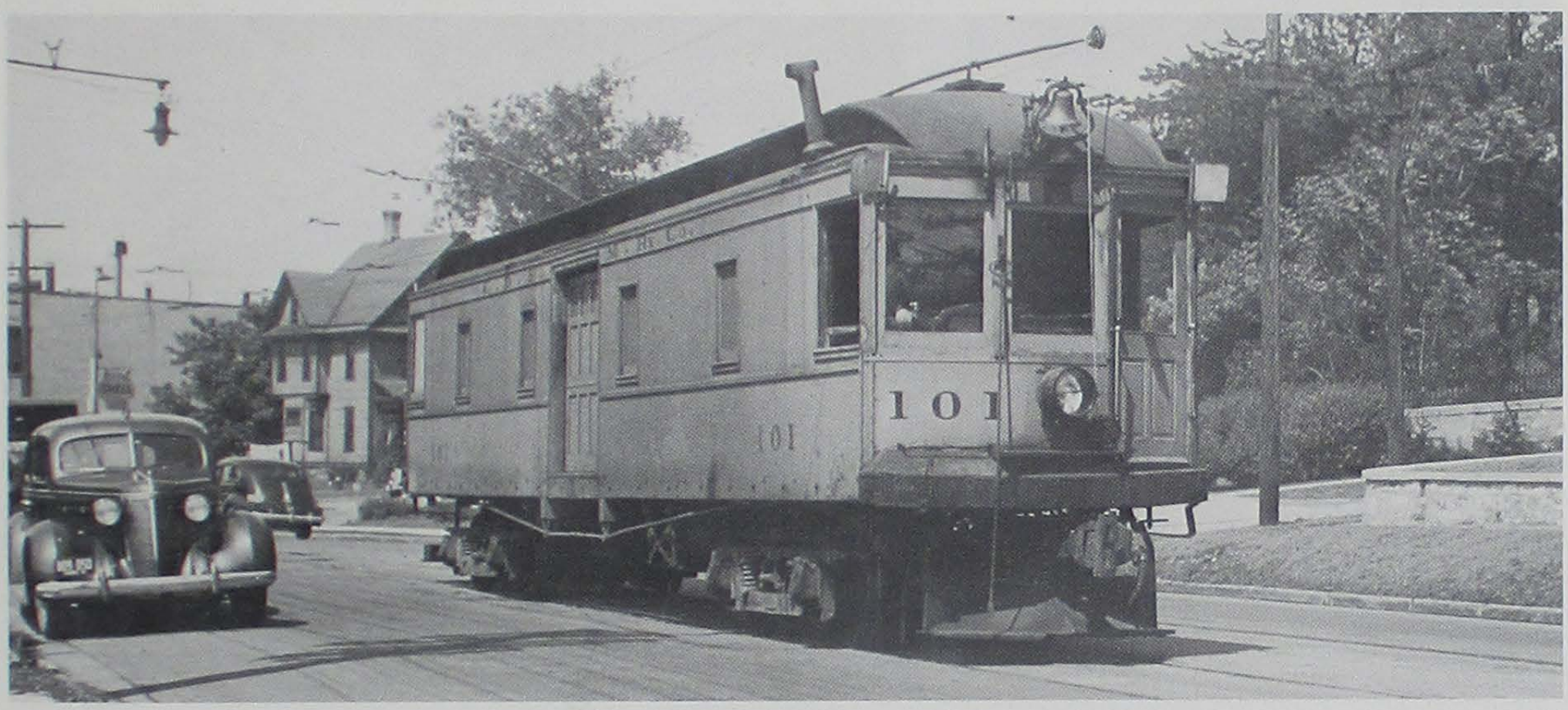


JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
1924	Transfer to City Cars at Davenport except East 3d St. and Bettendorf as per conditions on reverse side.							1	2	3	4
									6	7	8
1925								9	10	11	12
								13	14	15	16
1926								17	18	19	20
								21	22	23	24
1927								25	26	27	28
								29	30	31	
1928	CLINTON DIV.										

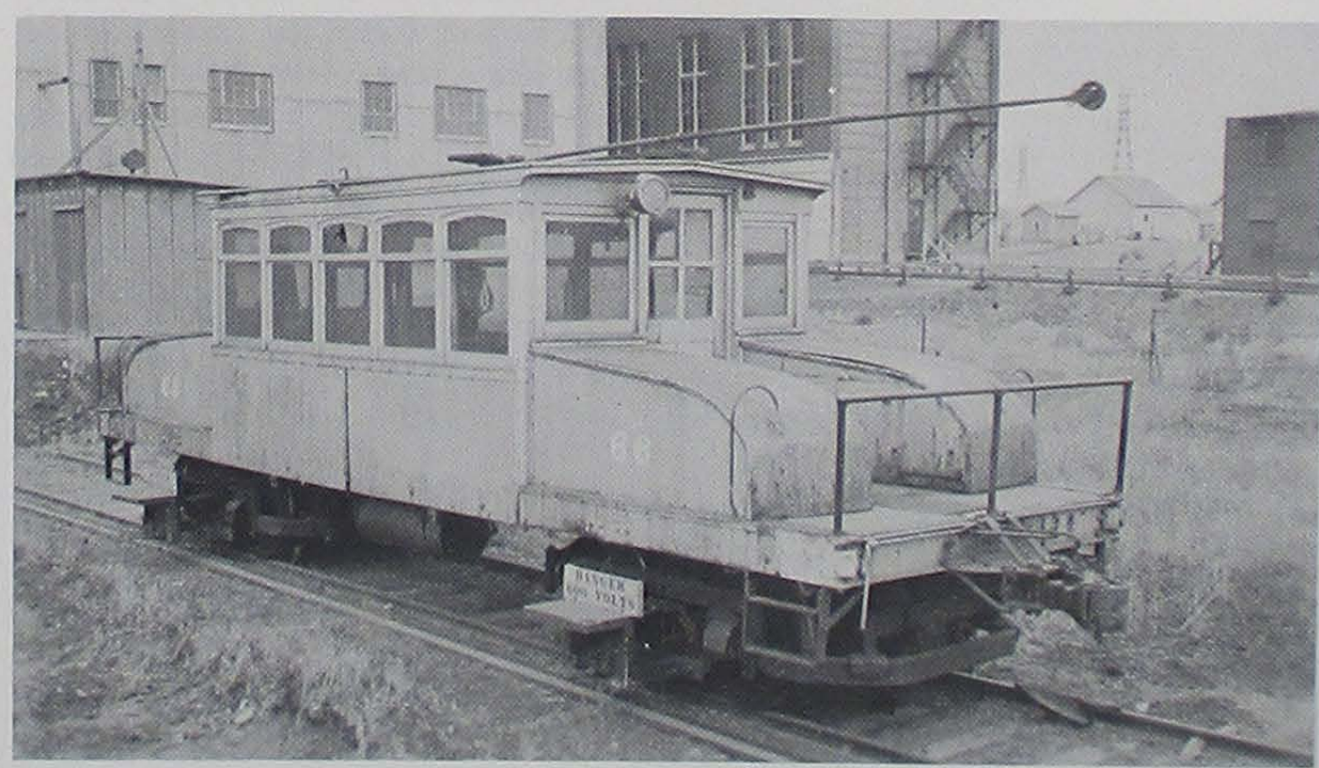
CLINTON, DAVENPORT & MUSCATINE RY.

5 a.m.	0
6 a.m.	15
7 a.m.	30
8 a.m.	45
9 a.m.	0
10 a.m.	15
11 a.m.	30
12 noon	45
1 p.m.	0
2 p.m.	15
3 p.m.	30
4 p.m.	45

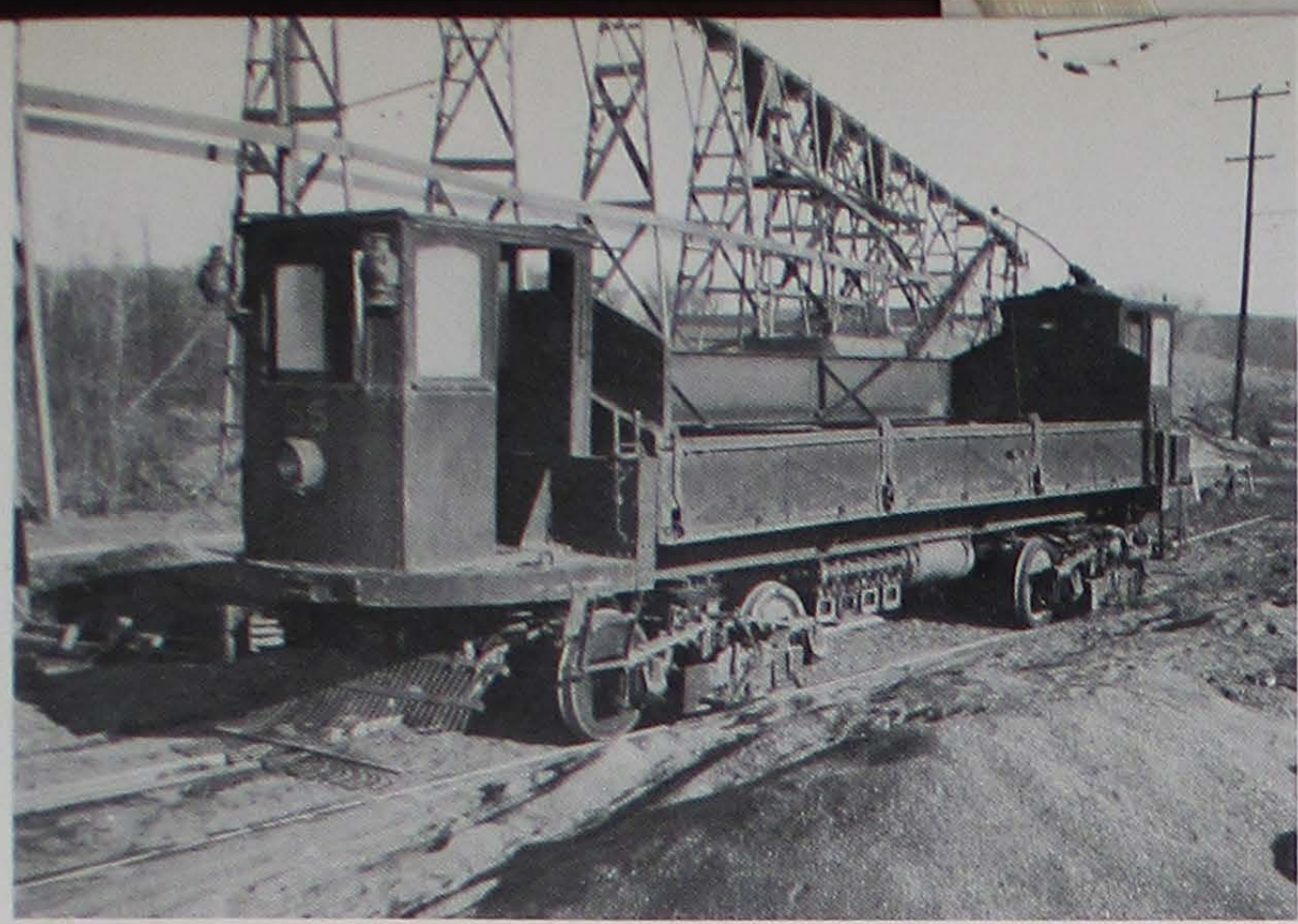
CD&M engaged in a substantial freight business. They employed a variety of motive power as evidenced by these photographs all of which are taken near the Davenport, Rock Island & Northwestern interchange at East Davenport. Locomotive 99 is about to depart with its train during May 1930. William D. Middleton Collection. **Motor 99, photographed on September 26, 1939, was built virtually overnight in the Company Shops.** Paul Stringham photo. **Express motors, such as 102, were capable of pulling freight trains as well as the locomotives.** George Krambles Collection.



Express motors were the workhorses. The variety of their tasks were exceeded only by the variety of their styles and shapes. Car body variations were the result of rebuildings from passenger cars. On the CD&M, 101 was built as an express motor and 102 and 103 were rebuilt passenger cars. 101 is shown leaving Davenport in 1940. Ed Frank photo. **Center: 101 is operating on the streets of Davenport on June 1, 1938. 103, rebuilt from passenger car 11, is approaching a meet with car 31 at Tile House siding on May 25, 1939.** Both photos William C. Janssen.



On the Muscatine Division, motor 501 received only minimal alterations when it was rebuilt in 1921 from passenger car 404. In 1938 this car was waiting between runs in the Davenport Yard. Robert V. Mehlenbeck photo. **Built as express motor 500 in 1912, this motor was renumbered 503 in 1924. On June 7, 1938, 503 was operating on Telegraph Road, Davenport.** Paul Stringham photo. **Freight motor 66 was equipped with third rail shoes for operation at the powerhouse. This homebuilt engine spent its entire service life pushing loaded coal cars to the dumper.** R.H. Kennedy photo from the Allan C. Williams Collection.



Two differential dump cars were owned by the CD&M. This is 55. 56 is pictured elsewhere. Following abandonment in 1940 the two units were transferred to the Mason City Brick & Tile Co., another operation of United Power & Light Company. Robert J. Levis Collection.

MUSCATINE

A horsecar line was opened on September 11, 1883 by the Muscatine City Railway Company. Five cars and 17 horses were used on 2½ miles of line. Ten years later the property was electrified, the first electric cars running on May 30, 1893.

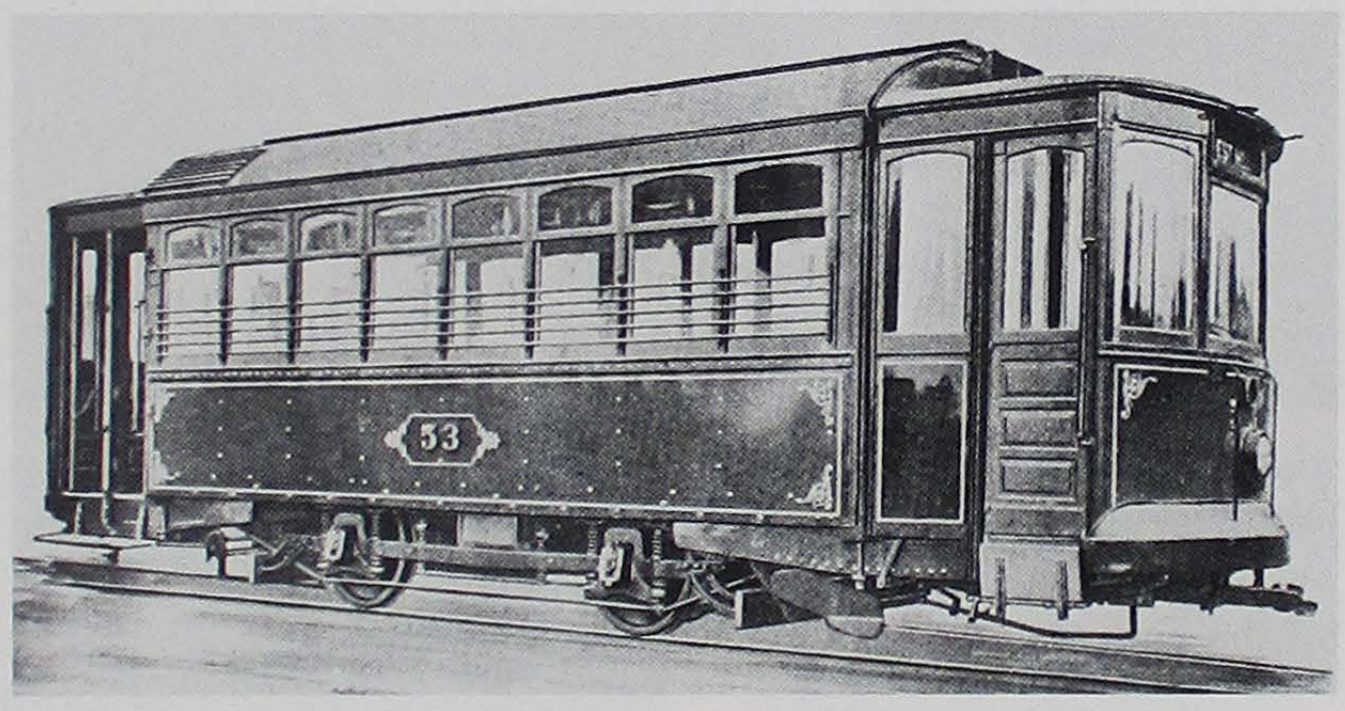
In 1902 the Citizens Railway & Light Company of Muscatine was organized and acquired the system. Name was changed to the Muscatine Traction & Light Company in 1906. In 1912 the line was acquired by the United Light & Railway Company, later known as the United Light & Power Company. The city lines became part of the Davenport & Muscatine Railway, which, in turn, was merged into the Clinton, Davenport & Muscatine Railway.

One-man operation was started in the summer of 1918, induced no doubt by both need for economy and the wartime manpower shortages.

CD&M was faced with the need for retrenchment in the 1920's and disposed of the Muscatine lines on May 24, 1928 to the Iowa Electric Company. The city operation at that time consisted of 10.28 miles of line operated by 12 single-truck cars. Typical cars were 26-seat Brills with turtle-back roofs.

The new owners evidently saw little future in a small city streetcar operation and abandoned streetcars in Muscatine on March 17, 1929.

Few pictures exist of street railway service in Muscatine. While this is an artist's rendition of the cars which operated in Muscatine, it is the best view available of the cars. Note the distinctive "turtleback" style roofs that these cars had. Malcolm D. McCarter Collection.



CEDAR RAPIDS & MARION CITY RAILWAY COMPANY

The first company to offer street railway service in the Cedar Rapids - Marion area was the Marion and Cedar Rapids Improvement Company, organized March 8, 1879. It was formed to construct and operate street railways in Marion and Cedar Rapids and a line connecting the two cities. The population of Marion at that time was only about 3,000, but it was the county seat of Linn County. This gave an incentive for providing dependable transit between the two cities. Later the county seat was moved to Cedar Rapids.

The City of Marion authorized construction in March 1879 and Cedar Rapids followed suit in May. In October the name of the company was changed to the Cedar Rapids and Marion Railway Company. It is not known exactly when the first horsecar lines were built in Cedar Rapids, but work on the intercity section began early in the spring of 1880. By April 12 construction had progressed to the point that a trial trip was made with a second-hand steam motor that was on the property. On May 3 the line began regular service from Marion to 12th Street in Cedar Rapids. At 12th Street passengers had to transfer to the horsecar line for downtown Cedar Rapids.

The hastily laid track didn't stand up well, particularly during the spring thaw and early summer rains. By June it was necessary to suspend operations for a short time to repair track and roadbed. A new steam motor was received and placed in service in September. The typical Marion train in the 1880's consisted of a steam motor pulling a single-truck baggage trailer and a double-truck passenger coach.

Some new horsecar lines were built on the west side of Cedar Rapids in the fall of 1882. Additional lines and extensions were made in 1884 and 1886. The Cedar Rapids horsecar lines were unprofitable and the Marion stockholders did not like the idea of using earnings from the intercity line to keep Cedar Rapids cars running. On July 13, 1889, the horsecar lines were taken over by a new company, the Cedar Rapids Street Railway. The new company soon faced financial difficulties with its operations.

In the latter part of 1890 a new syndicate acquired two-thirds interest in both companies. Funds permitted retirement of debts and the operation was put in good financial shape. The syndicate petitioned for a new franchise for 25 years, including permission to electrify. Despite warm reception of the proposal by the press, the Cedar Rapids council refused the grant. Instead, in May 1891, they granted a 50-year franchise to the Thomson-Houston Electric Company. This grant allowed lines on the east side of the Cedar River in direct competition with the horsecar lines. In addition, it granted three miles of route on the west side.

Rather than lose their entire investment, the stockholders of the former companies reorganized as the Cedar Rapids & Marion City Railway Company and secured the Thomson-Houston franchise for electrification. From the former companies came two steam motors, 20 cars and 41 horses and over 13 miles of track.

A franchise for electrifying the Marion line was granted. Work on that electrification commenced immediately. The first electric car reached Marion on December 13, 1891. A total of 12 miles of electrified track was in operation by the end of the year. In 1892 more changes and extensions were made.

In the early days a 15 minute headway was maintained on the lines in Cedar Rapids and a 40 minute headway on the Marion line. In June 1901, the Marion headway became 20 minutes. By 1909 the mainline mileage (not counting spur and side tracks) in Cedar Rapids was 12.85 miles, of which 2.28 were double track. The main line mileage from Kenwood (end of city service) to Marion was an additional 2.80 miles.

On July 1, 1912, the Cedar Rapids & Marion City Railway came under control of the United Light and Railways Company of Grand Rapids, Michigan. This holding company has already been noted as owning other lines in Iowa and Michigan. The new owners were granted a 25 year franchise on March 21, 1913. With the financial and management resources of the holding company available a number of improvements were made. New rolling stock was purchased. Cars were borrowed from Davenport for use on the CR&MC lines.

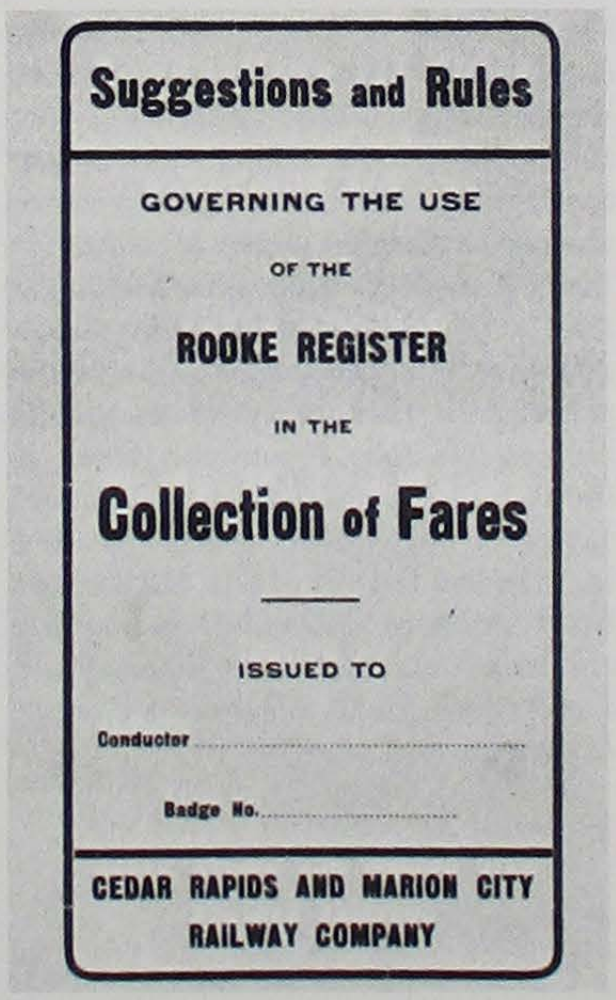
In 1925 the Quaker Oats Company undertook an expansion program at its Cedar Rapids plant. The nearby CR&MC powerhouse at "E" Avenue and 3rd Street and the carbarn at "D" Avenue and 2nd Street were acquired by the cereal company. A new carbarn was constructed at 7th Avenue and 1st Street. Power was purchased thereafter from the Iowa Railway & Light Company.

The intensity of service in Cedar Rapids was documented in the late 1920's when the Cedar Rapids City Planning Commission published a study on transportation in Cedar Rapids. The report indicated that 52 percent of the city's area and 92 percent of its population was within one-quarter mile of a car line of either CR&MC or Crandic.

In 1937 a franchise election was held in Cedar Rapids to decide between renewal of the CR&MC streetcar franchise and a bus franchise which would be awarded to National City Lines. The bus proponents won by 720 votes (only 6% of the total cast) in the November 3 election. Streetcar operation continued for another ten days. The last CR&MC cars ran on Saturday, November 13, 1937. National City Lines continued to operate buses in Cedar Rapids until the late 1960's. A local regional transportation company backed by a municipal subsidy provides service as of 1974.

Around the turn of the century car 26 crosses Third Street in this view looking south down Third. Stephen D. Maguire Collection.

Operations in the early days are illustrated. Car 7 is enroute to Marion. The tracks followed Marion Blvd. across the countryside which then separated the two cities. Impatient photographers waiting for parades to start photographed whatever came along both in the days gone by and today. Thank goodness they do, for this scene on First Avenue East, Cedar Rapids, and many others in this book would not be available in the 1970's for publication. Car 7 is photographed at virtually the same location as in the preceding photograph. In 1974 it is hard to imagine that this area was once so rural in atmosphere. All photos Robert J. Levis Collection.



Suggestions and Rules

GOVERNING THE USE

OF THE

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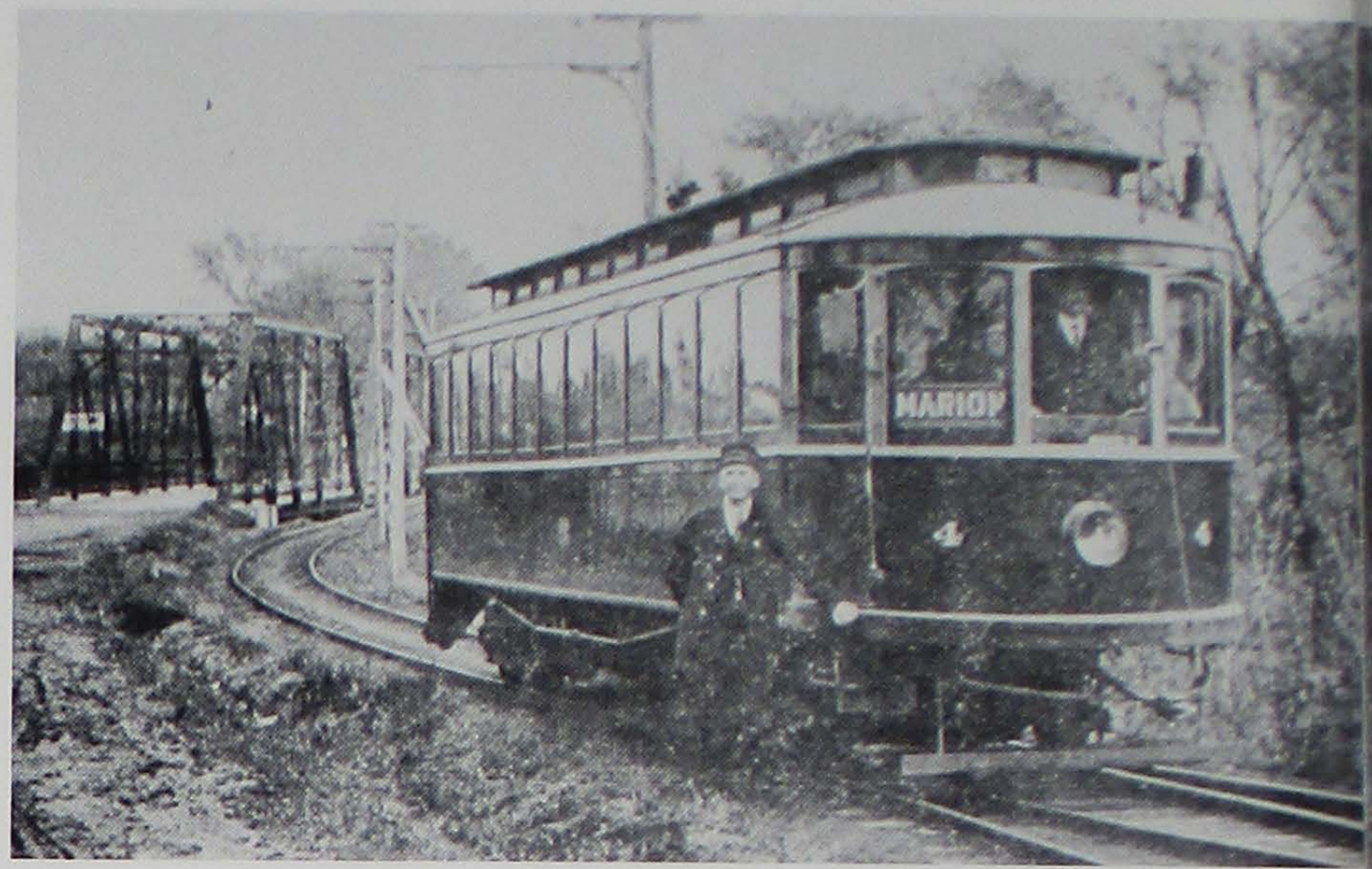
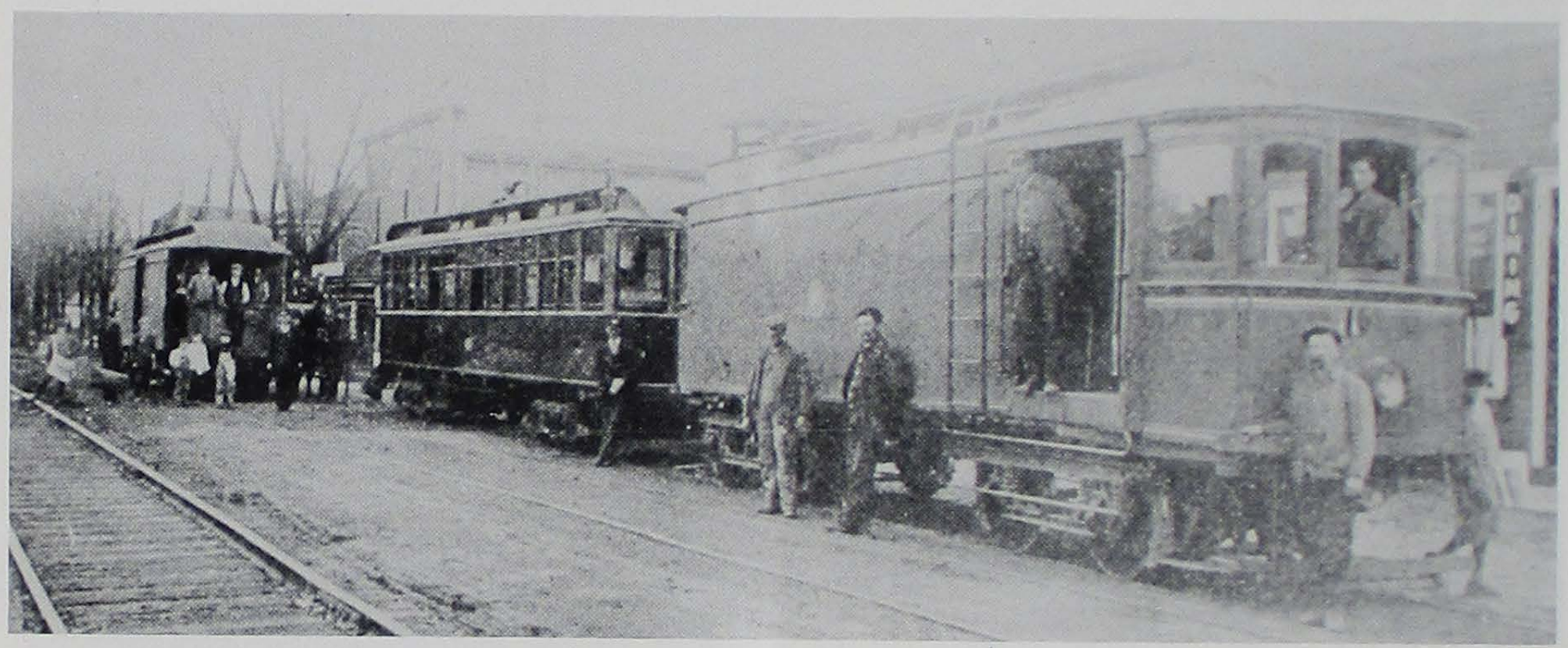
Conductor .....

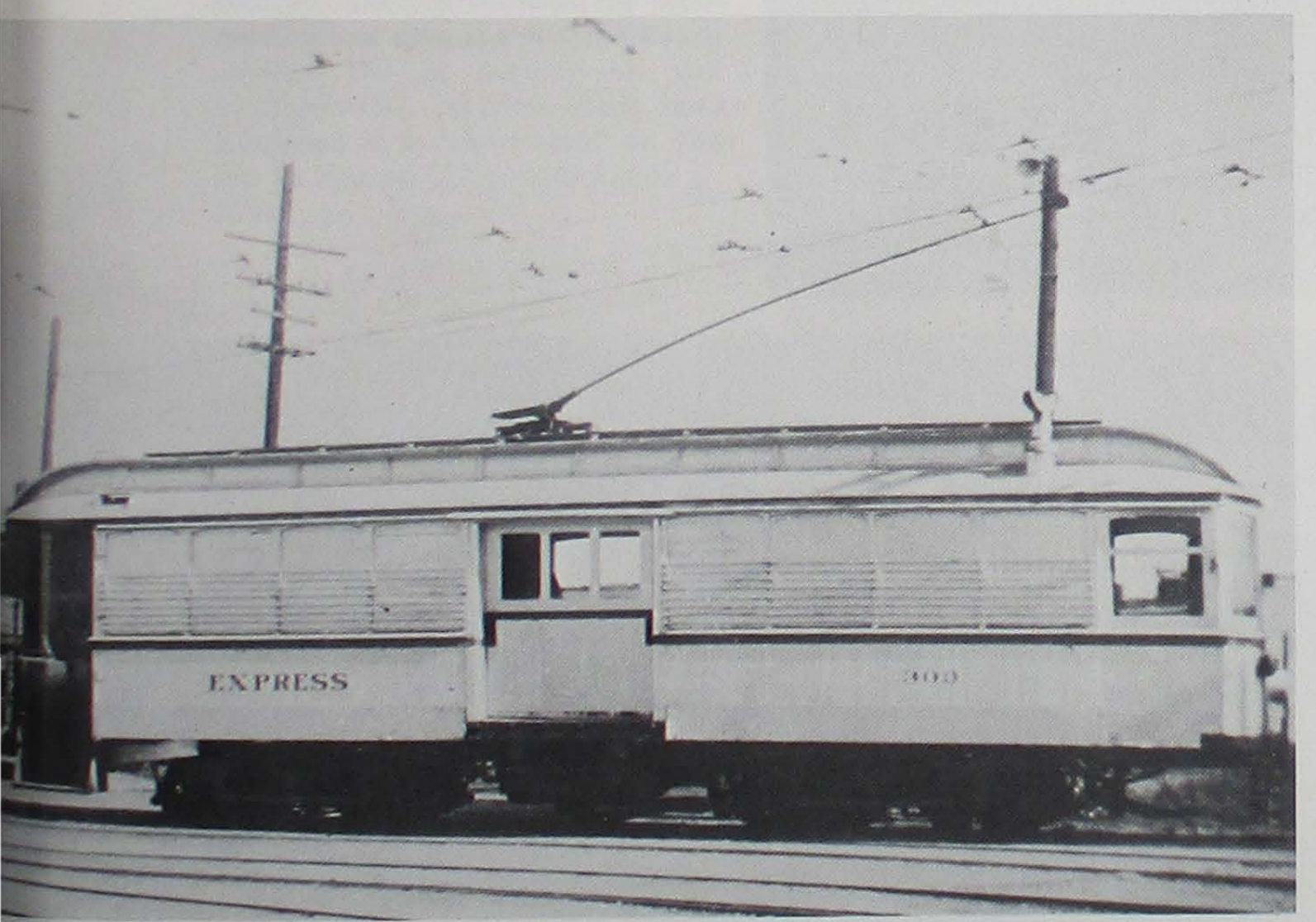
Badge No. .....

CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY



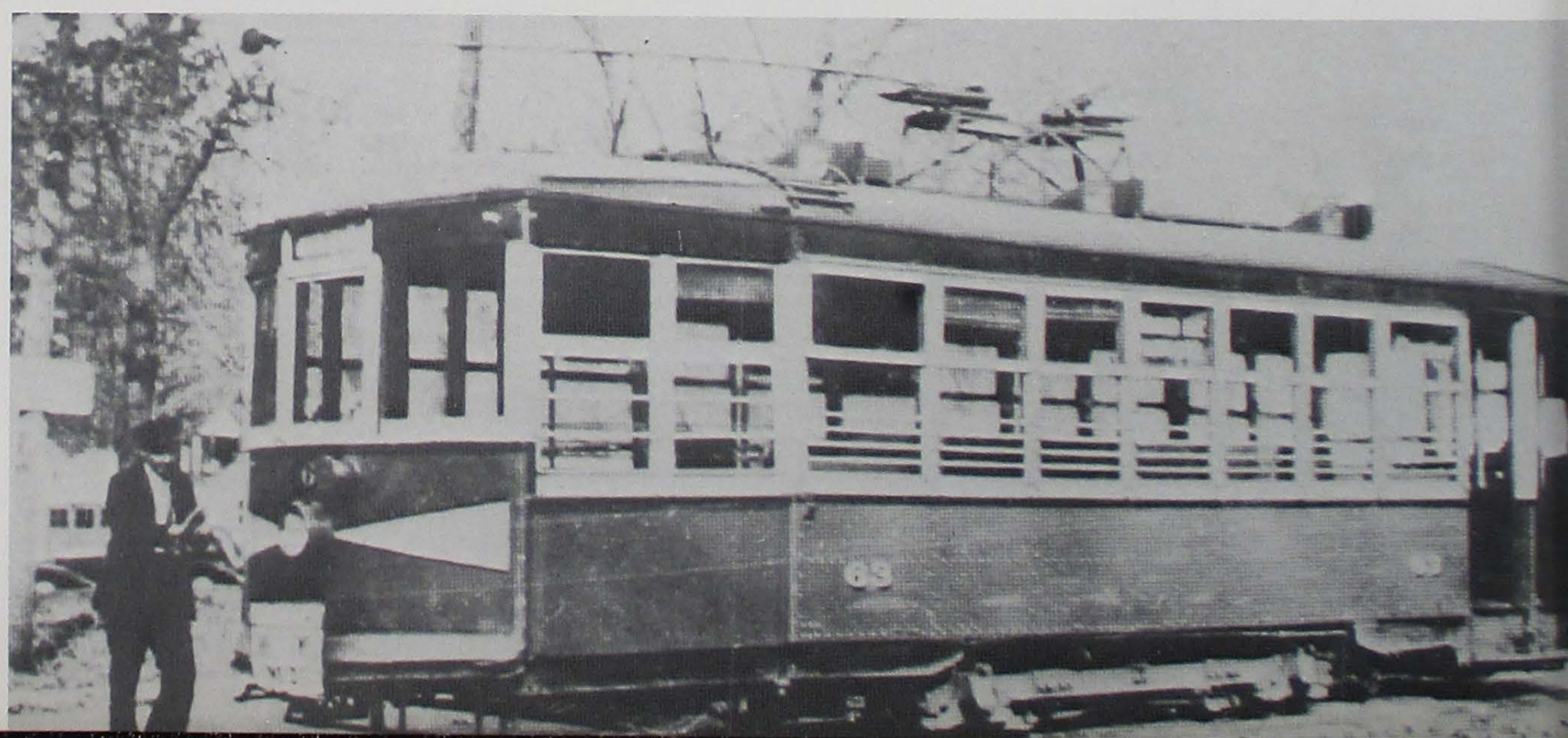


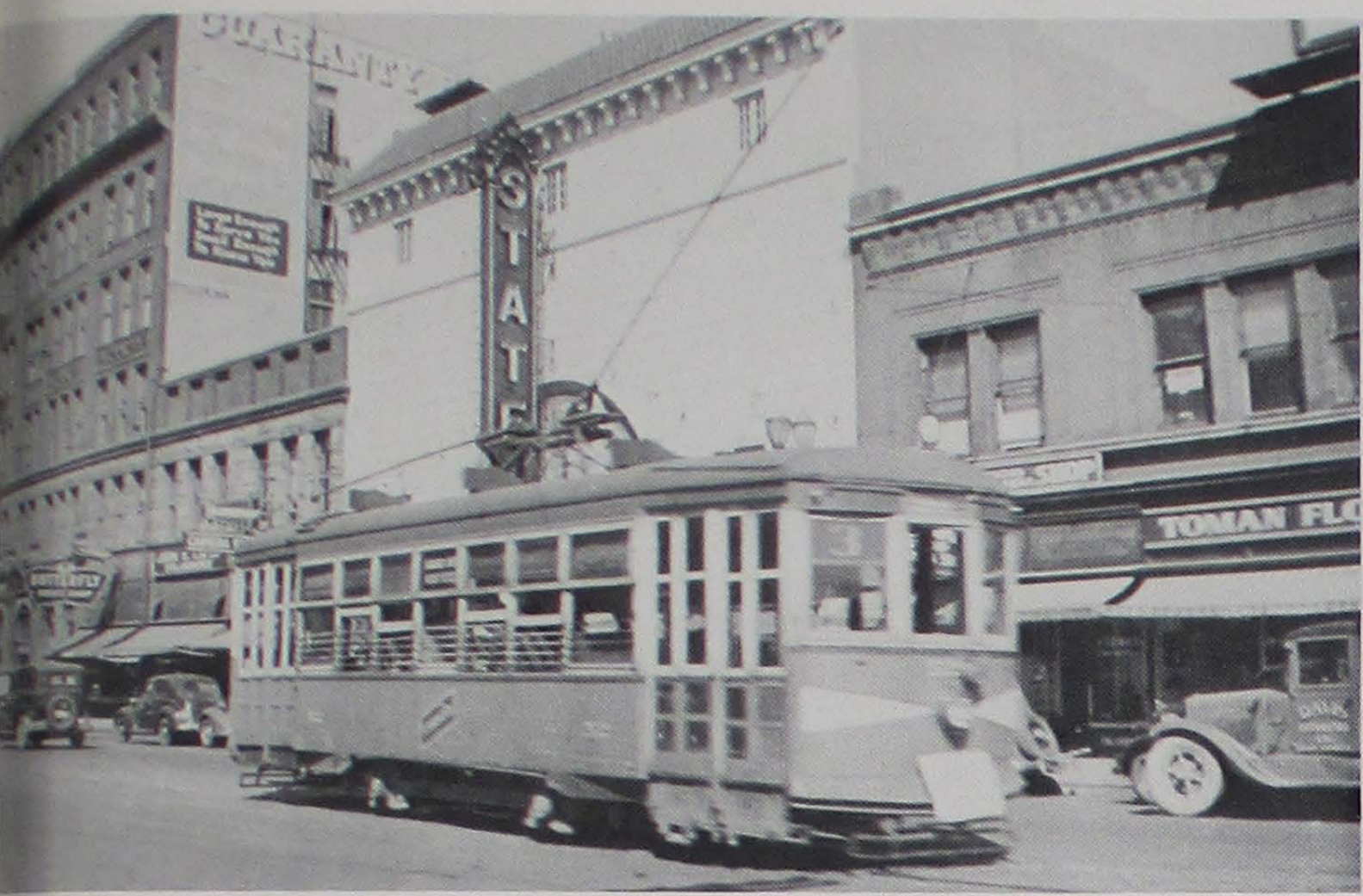
Shortly after leaving Marion the crew of car 4 stopped to pose with their charge. Around 1908, when this picture was taken, a streetcar motorman and conductor were persons of stature in their community. Therefore, it is with justified pride that they stopped to be photographed. A variety of equipment is present in this early view of the Marion station. From the front is the line car, a passenger car, and an express car. The track in the foreground is that of the Milwaukee Road. Around 1907 car 18 is heading northwest on 3rd Street just beyond 2nd Avenue East. All photos Robert J. Levis Collection.

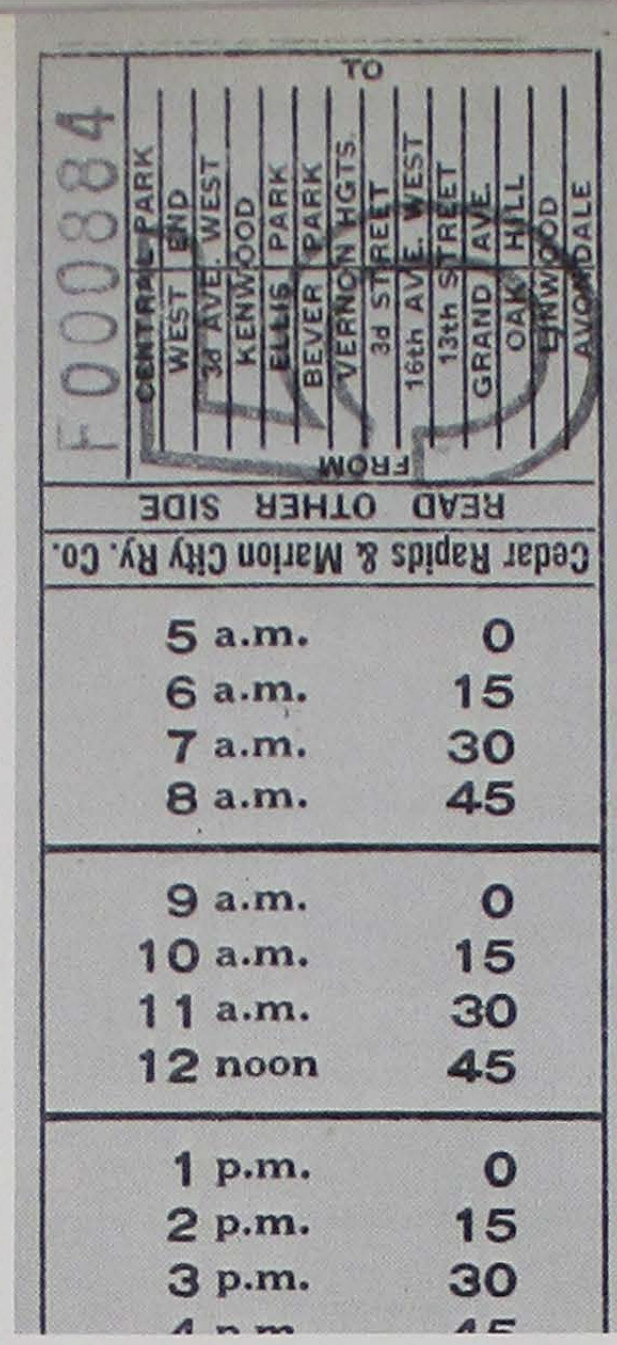


Then as now one could place a phone call from the grocery store. Posted on the corner of general store and restaurant is a sign to tell all that phone service is available. The reason for car 4 stopping to pose with this group is unknown. However, we believe that this picture was taken in Marion. Robert J. Levis Collection. **Express service was offered between Cedar Rapids and Marion throughout the history of the company. In later years this service was offered by car 300.** Ed Frank, Jr. Collection.

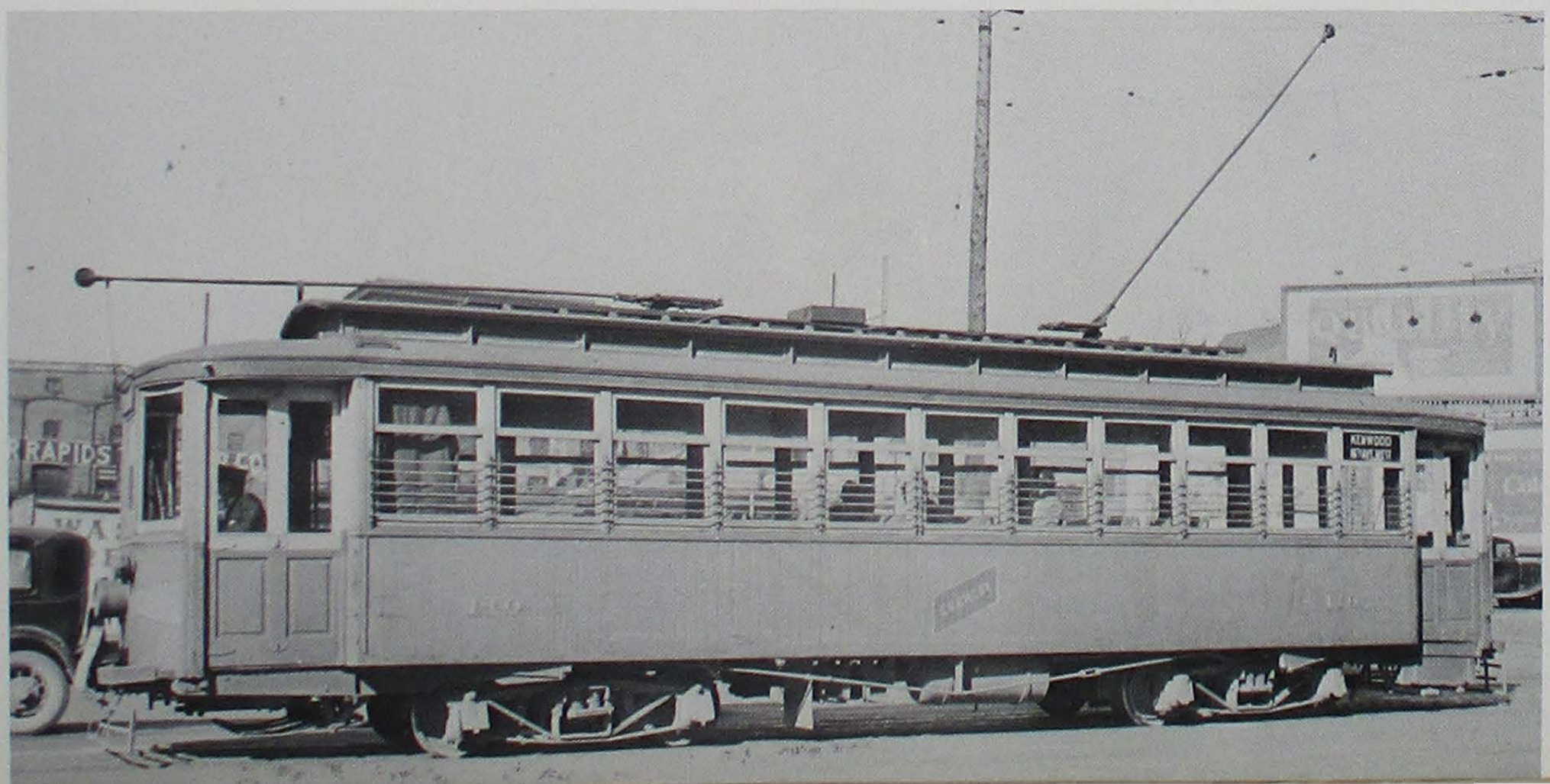
One of a group of 10 cars built by St. Louis Car Co. in 1913, car 50 served but two years in Cedar Rapids before the series was transferred to Davenport. These cars were identical to cars built for Davenport. In that city they were numbered 486-495. Iowa-Illinois Gas & Electric Co. photo. **Shortly after being placed in service in 1918. Birney 50 was captured between runs in the outlying section of town.** Robert J. Levis Collection. **In the last years of service, the Birneys operated with the rear doors paneled over. Car 63 was operating on the Grand Avenue 3rd Avenue line.** Ed Frank Collection.







The two basic car types operated in the 1930's were photographed on 3rd Avenue East. Birney 52 is between 3rd Street and 4th Street enroute from Grand Avenue. Standard cars like 100 were the other basic type of cars operated. This car is operating on the Bever Avenue SE-West End line. The car is crossing 3rd Street while moving southwest on 3rd Avenue. This intersection is a block away from the interurban station and Union Station. Another view of the standard cars of afforded in this picture of car 110 in service on the Kenwood-16th Avenue West line. Kenwood is a "short-turn" on the line to Marion. All photos Frank E. Butts.



CLEAR LAKE
4
4

Last of the Iowa Trolleys

CHARLES CITY WESTERN RAILWAY

Local interests in Charles City, Iowa, organized the Charles City Western Railway Company on February 3, 1910 for the purpose of constructing a railroad from Charles City to Marble Rock, about fifteen miles to the southwest. This was to give Charles City a connection with a third steam road as Marble Rock was on the Chicago, Rock Island and Pacific Railroad. Both the Illinois Central and Chicago, Milwaukee & St. Paul Railroad then went through Charles City. The principal industries in Charles City at that time were the Hart-Parr Tractor Company and the Sherman Nursery. Sherman regularly shipped nursery stock to all parts of the country. The managements of both industries were prominent among the officers and directors of the new railway.

One of the reasons given by the promoters for the new line was that by a connection with the Rock Island at Marble Rock they could deal more effectively with the local roads regarding traffic matters such as rates, routing and service. Maybe local enthusiasm liked the idea of a home-owned railroad as there is no evidence of real problems with the other two lines. Capital stock was set at $300,000. A five percent tax on property located in a three-mile strip along the right-of-way brought additional funds. Although the line was typically interurban in concept and operation, the expense of electrification was avoided by the use of internal combustion motive power. The first items of rolling stock were a caboose and some flat cars used in construction of the line. In July, a McKeen switching locomotive and some gas-powered streetcars were acquired. The streetcars were second-hand, but the McKeen was new. In December a typical 55-foot McKeen "windsplitter" passenger car was purchased for about $19,000. On January 1, 1911 the line was opened for passenger traffic between Charles City and Marble Rock. Apparently local streetcar service was already operating. In June 1911, freight service started and on July 1, a second-hand steam engine was added. Another came in 1912.

The line struggled along for several years, but trying to be an interurban line without using electricity was no easy task. The application of internal combustion power to railway equipment was never successful in that era and the Charles City Western's experience was no exception. The McKeen car was usable, but the gas streetcars were a total flop. Some of them got Hart-Parr engines, but even the local product made no difference. By 1914 it was evident that if Charles City wanted an interurban line, it needed one with trolley wire.

Concurrent with the decision to electrify, an extension to the northeast was contemplated. This was planned to pass through Colwell en route either to Elma or Riceville, connections with the Chicago Great Western. If access to three steam roads was good for Charles City - four would be even better. In March 1915, contracts were let for electrification of the Charles City-Marble Rock line at 1200 volts DC and also for the construction of the Charles City-Colwell portion of the extension. An interurban, two city cars, and a locomotive were ordered from McGuire-Cummings Manufacturing Company, preeminent builder of small lots of electric cars. By early May, poles had been erected on seven miles of the Marble Rock line and grading was in progress on the line to Colwell. Electric operation to Marble Rock began on July 30, 1915. The new line to Colwell was placed in operation late in November 1915. The costs incurred in construction and electrification precluded the intended extension beyond Colwell.

With the arrival of the electric streetcars from McGuire-Cummings a local service was given using the two cars. The cars operated practically all the way around the Charles City belt line as well as passing through the downtown area. One end of the line was about where US Highway 218 now crosses the belt on the southern edge of Charles City. From there cars ran westward to Sherman Junction, north on the private right-of-way to Illinois Street, then through downtown to the depot. They continued east past the carbarn, then south on the belt line to about where US Highway 18 now crosses the tracks. The belt line and trackage through town made a circle. However, the southeast quadrant was not a part of the regular service route. Cars met on the passing track downtown. The last cars at night reportedly made the complete belt line circle.

One curious piece of rolling stock was the home-made snow sweeper, built in 1915. Home-made rolling stock was not unusual, but the CCW had its own idea of how to do it. The result was a "trailer" whose only motor was used to power the brooms, standard McGuire-Cummings mechanisms. The broom installation was so standard that it used a 600-volt motor - remember the CCW was 1200 volts. When the time came to use the sweeper, a rather unusual procedure was necessary. Very early in the morning power would be turned on, but at 600 volts, rather than the standard 1200 volts. Apparently they had two 600-volt rotaries that could be arranged either in series or in parallel. The sweeper would be pushed by anything available until the snow was cleared. Of course, the motor used was sluggish on half voltage. The lights were dim, the compressor was barely able to pump air, but the job was done.

Then 1200-volt power could be restored and regular operations started on schedule. Veteran employees fondly recall this operation.

Charles City streetcars were one-man from the time that the electric cars arrived. The electric cars, 10 and 11, were built for one-man crews. The door arrangement suggests that the gas cars were also. During World War I, the one-man cars became one-woman cars as a manpower shortage developed. One of the "motorwomen" was Miss Marjorie Dodd, a college girl and daughter of the mayor of Charles City. The CCW also had an all-woman section crew at that time.

By 1921 the local service had become so unprofitable that it was discontinued. The trackage remained intact in the downtown streets for a few years and was used by the interurbans. The two city cars were scrapped but the bodies saw further use in town - one as a diner, the other as a warming shelter at the livestock Sale Barn.

The CCW picked up a number of units of secondhand rolling stock as time passed. First was an ex-Minneapolis streetcar. This gave the CCW a spare car and the line became very adept at getting maximum use from its limited roster of rolling stock. If car 50, the Mc Guire-Cummings- built interurban was unable to make the interurban runs, ex-Minneapolis streetcar, car 52 would fill in. That versatile unit could also fill in for one of the city cars or handle special movements as a second interurban. When locomotive 300 was laid up, interurban car 50 would pinch-hit as locomotive and car 52 would provide the passenger service.

In 1920 three pieces of equipment were bought from the Shore Line Electric Railway in Connecticut. Then 53, the sole passenger car in the purchase, became the spare interurban. Freight motor 302, off the Shore Line, was used as a locomotive. Old 52 was generally the work car after the Shore line cars came. Car 50 was used as a spare or additional locomotive for most of CCW's era of electric operation. Even in the 1940's it was often seen shunting freight cars around Charles City and over to Marble Rock.

One old-timer recalls the time after the local streetcar service ended that a downtown store ordered a carload of wallpaper. The CCW spotted the car for unloading right in front of the store on Main Street. The CCW believed in service if at all possible. This downtown trackage was torn up in the mid-1920's and the interurbans used the belt line around the southeast part of town. The opentrack portion north of Sherman Junction was left as it served the Sherman Nurseries and other small industries.

At about the same time, one-man operation was instituted on the interurbans. It was handled with typical CCW simplicity - they simply eliminated the conductor! This may seem a little difficult in view of the single vestibule of car 50 or the center door of the 53. The inconvenience of having the motorman walk through the car to collect fares from the passengers was not considered serious by either the CCW or the passengers.

The area served by the CCW has always been rural. Two daily roundtrips sufficed to serve the limited population. This service was through routed between Marble Rock and Colwell with a layover in Charles City. Actually, as time passed, the two trips were far more than what was justified by the revenue derived. For all of 1946, for example, revenue was only $830 from 3,154 passengers. Since freight service paid the way, the CCW was content to operate the passenger service as an accommodation to local residents. Hauling mail contributed some revenue, but the passenger service was operated at a loss for decades. The cars were scheduled to meet Rock Island trains on the Minneapolis-Burlington line at Marble Rock. Interurban service finally ended on July 19, 1952.

The Rock Island at one time operated special trains to University of Iowa football games at Iowa City. CCW would operate car 50 on special runs to carry Floyd County rooters to the Rock Island at Marble Rock.

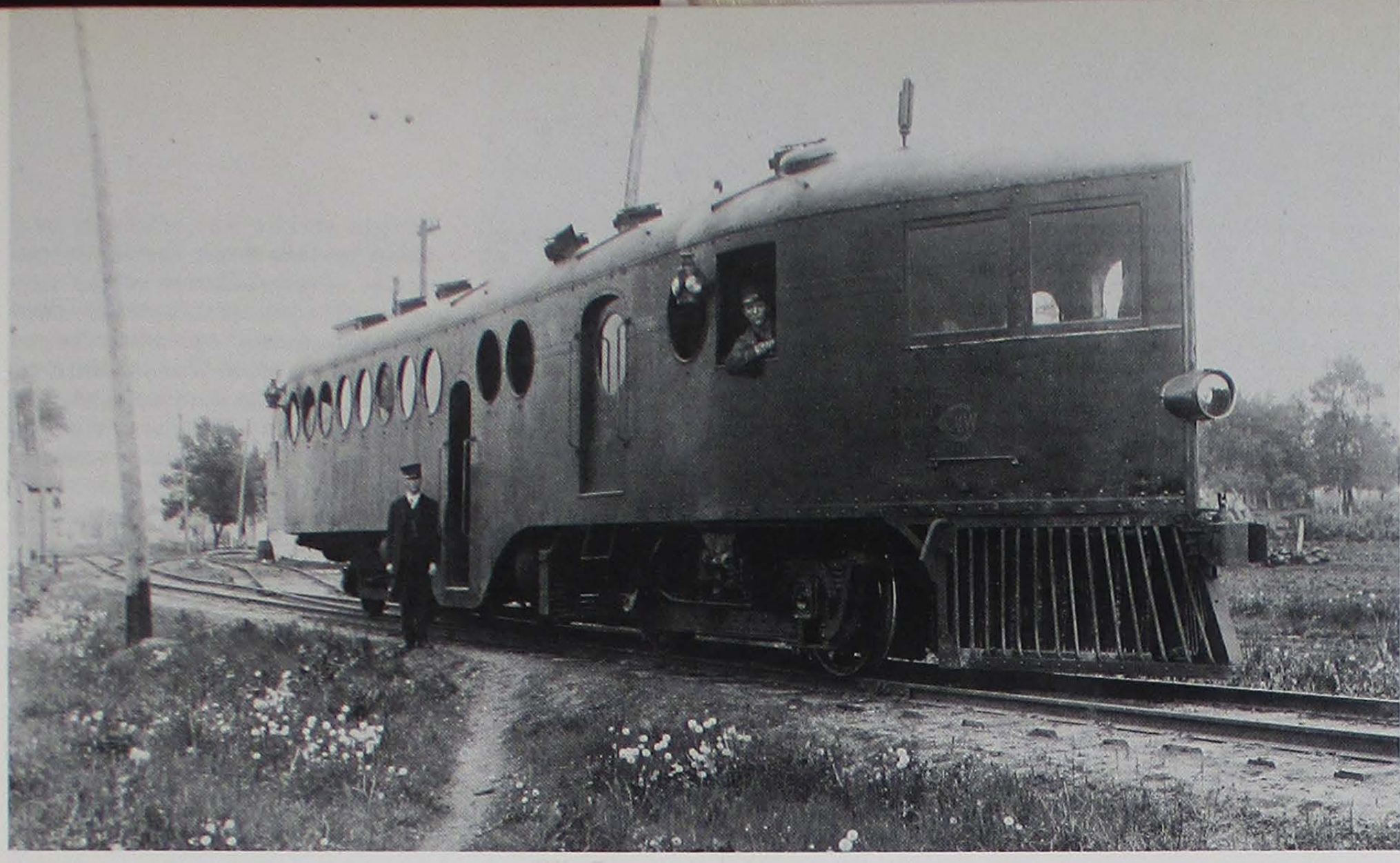
It is reported that when power failed on the eastern end of the line, the "crew" would coast down to the bridge over the Little Cedar River, reach for his pole, and get in some fishing. The crews were paid by the month. Like the Skipper of the Toonerville Trolley, they could afford to indulge in this pleasant pasttime.

Freight service was always the mainstay of the CCW. Besides the Hart-Parr (later Oliver) Tractor plant and the Sherman Nursery, there was the usual assortment of grain elevators, lumber yards and fuel dealers along the line. CCW also served the Iowa Public Service Company powerhouse in Charles City.

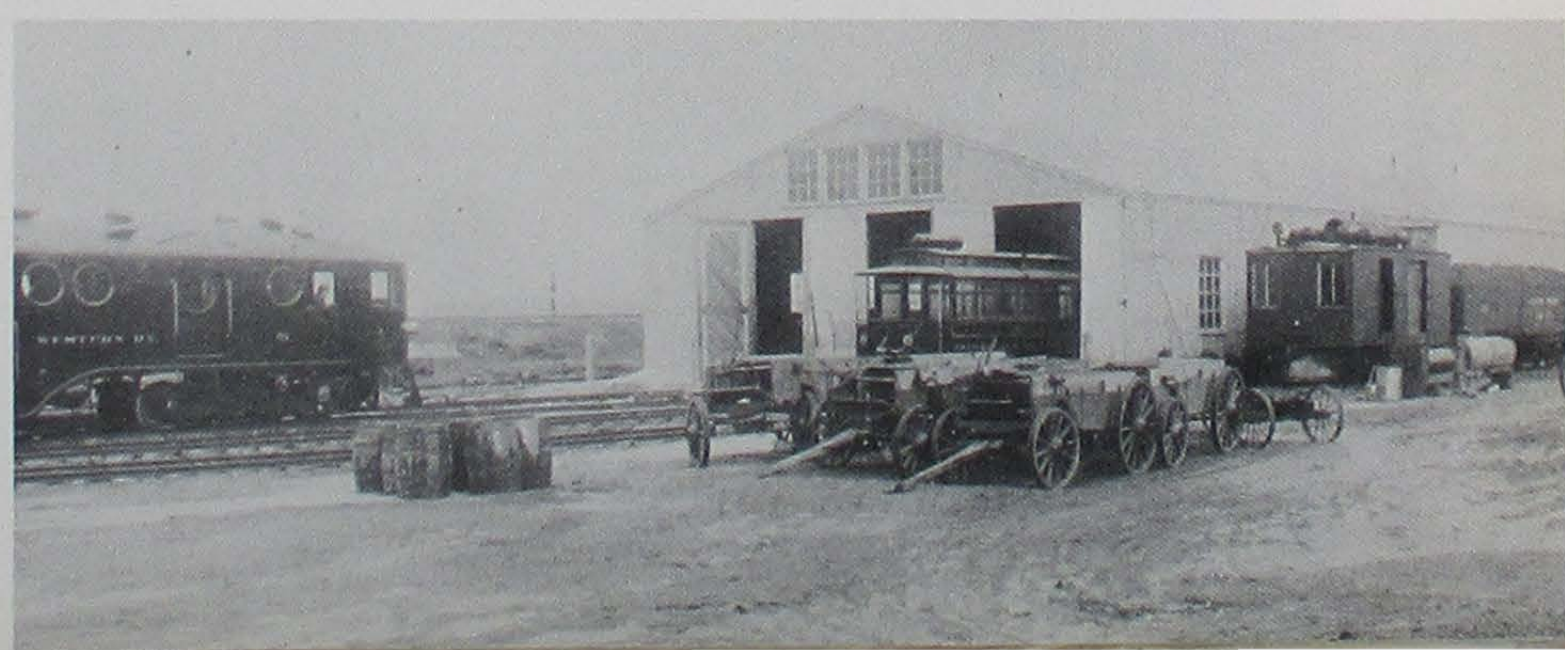
There had been electrified trackage in the Oliver Tractor plant, but about 1944, Oliver ordered all trolley wire out of the plant area. Several small diesels were bought to switch the Oliver plant. Electric locomotives continued to handle all other freight traffic. In 1949, another locomotive was acquired from the abandoned Texas Electric Railway to relieve No. 300.

After 1952, CCW continued freight service much as it always had. Excess equipment was scrapped and by 1960, the roster showed only two electric engines, two diesels and car 50 which by then was used only for specials and as a work car.

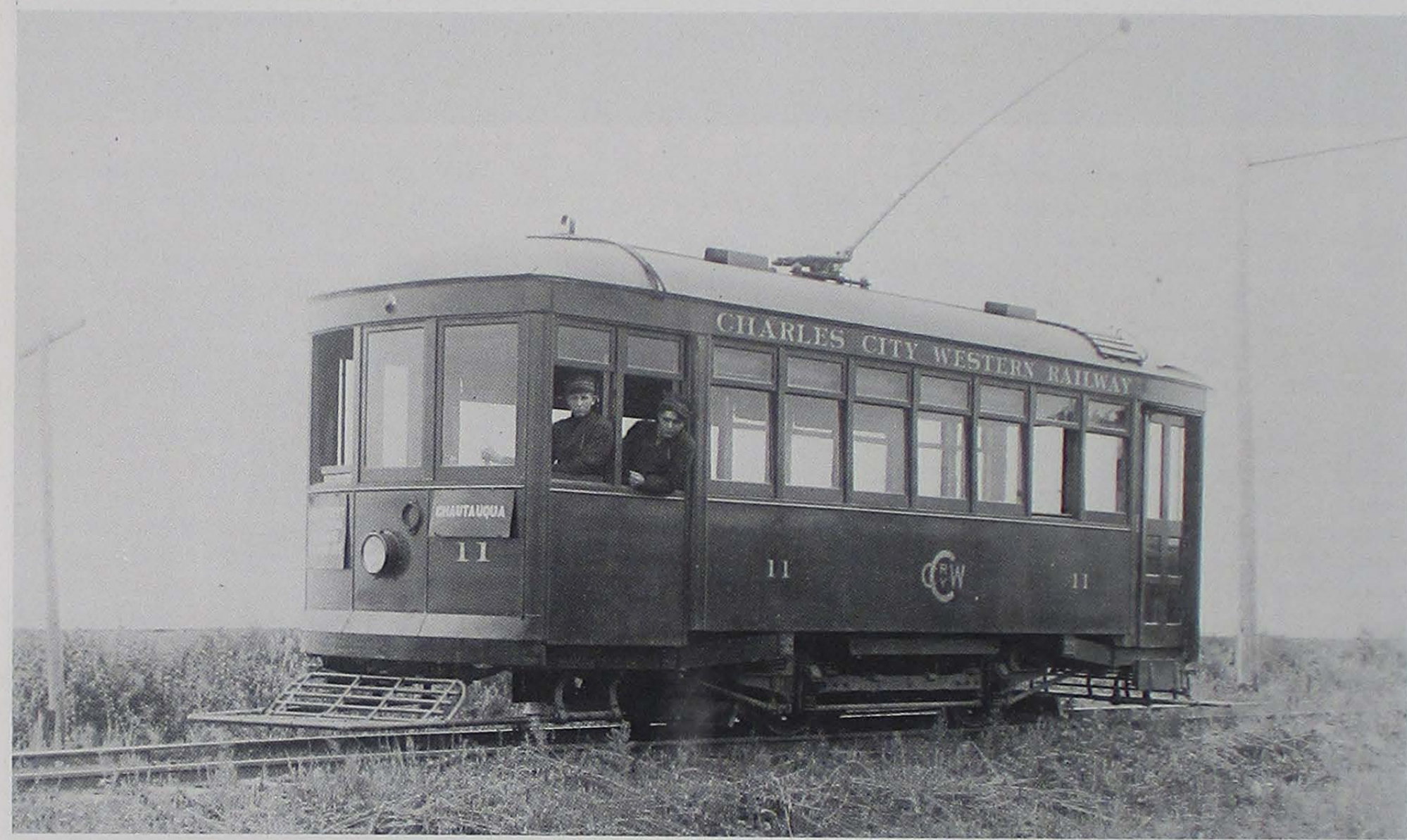
Over the years the company had developed a profitable freight operation that was much in the nature of a terminal operation around Charles City. This is what sustained the company as well as making it attractive to potential buyers. On December 31, 1963, the Charles City Western Railway was sold to the Iowa Terminal Railroad, owner of the line at Mason City (the former MC&CL). The property became known as the Charles City Division of the Iowa Terminal Railroad and the next ten years' history is given in the Iowa Terminal Railroad chapter.



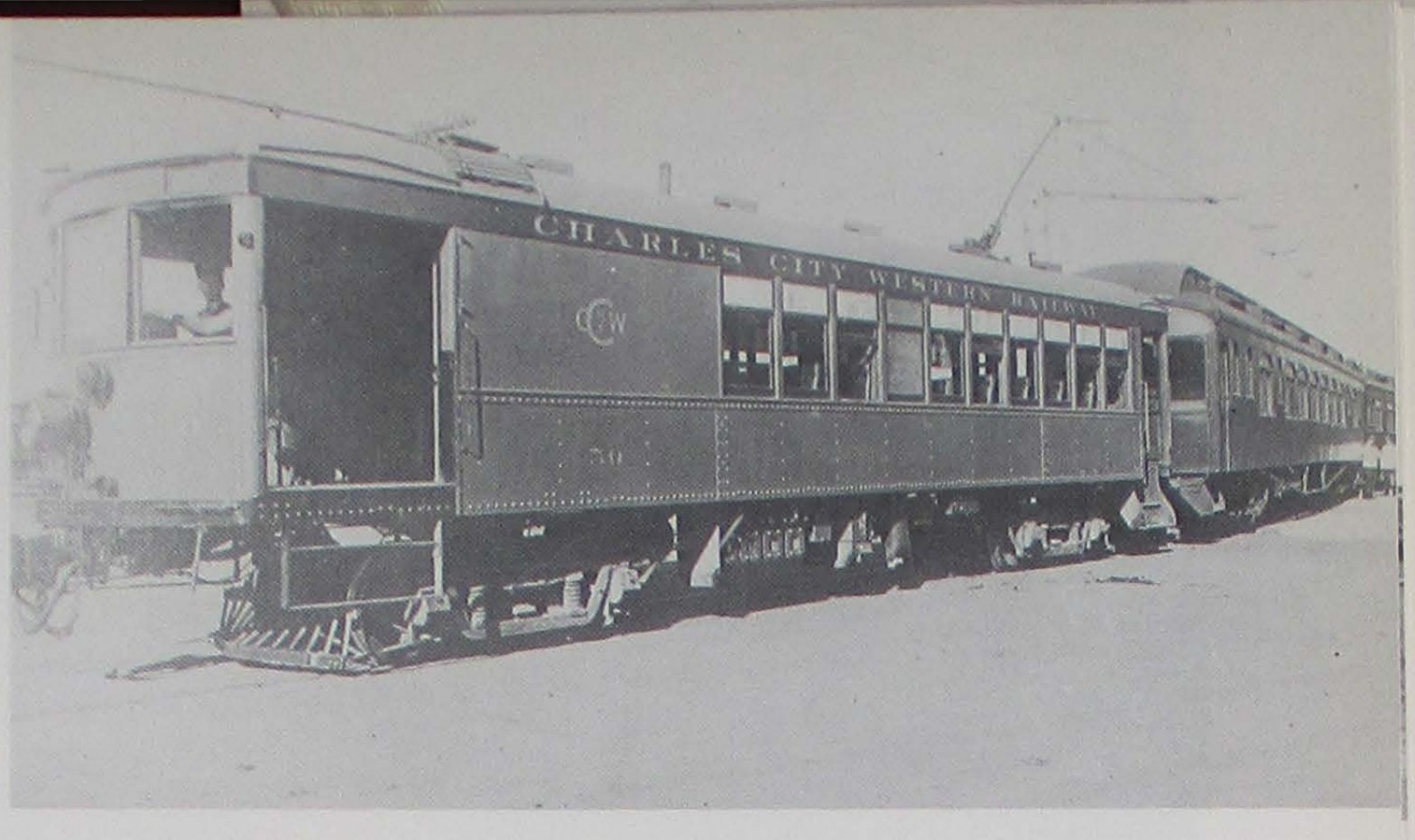
Prior to electrication gas-powered equipment was used. A McKeen car was used for interurban service. Streetcars like number 5 were used in Charles City. Interurban, streetcar and freight equipment are at the barn. All photos Charles City Western Railway.

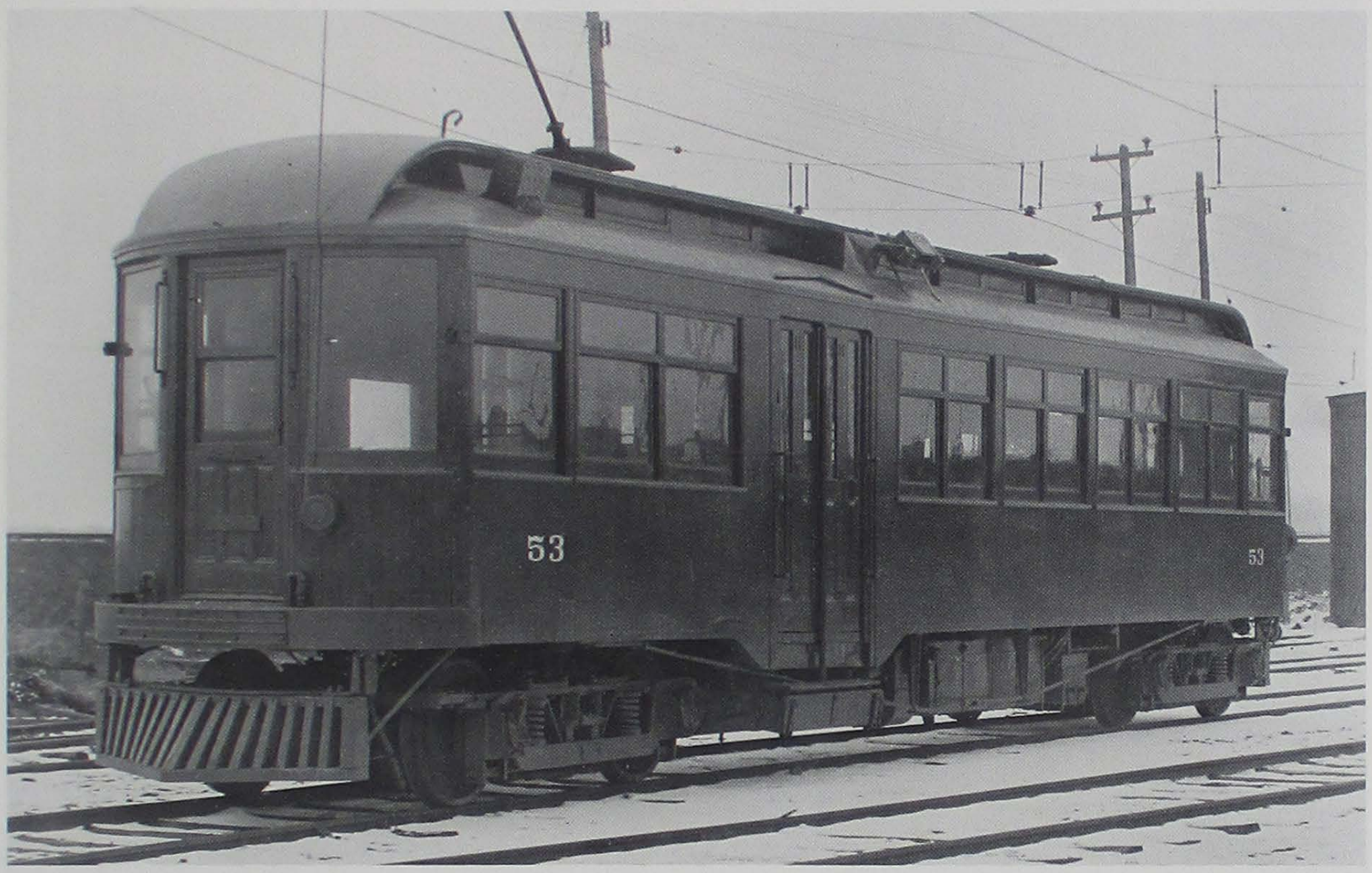


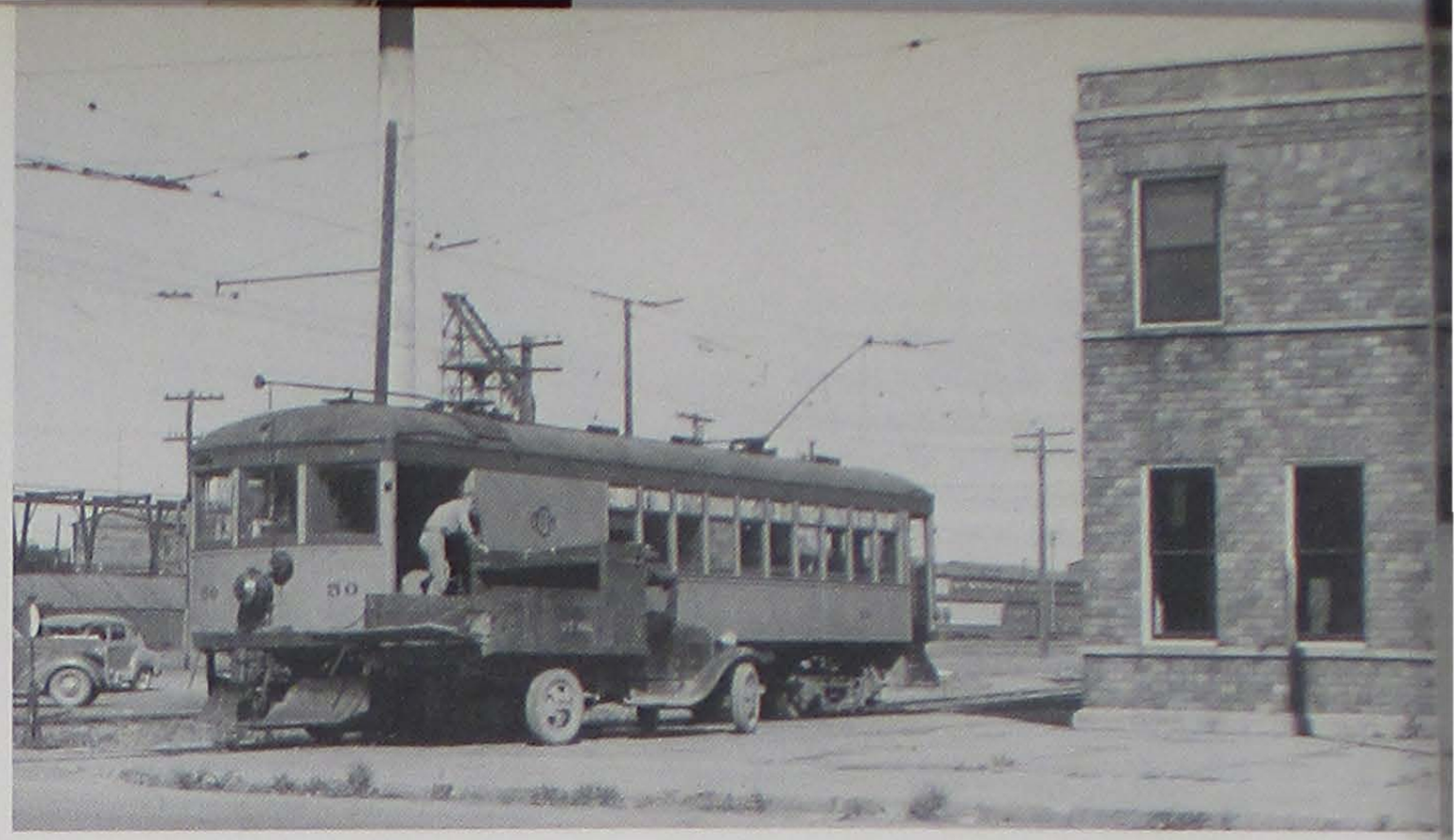
Freight service was originally provided by this single truck box cab engine. These pictures of the gas-powered equipment date to circa 1910. Electrified operations began in July 1915, which is about the time this picture of car 11 was taken. The company was so poor that it attempted to purchase electric equipment with its common stock. After writing to most carbuilders the company found that only McGuire-Cummings was even remotely interested in such a deal. 50 is pictured shortly after delivery in 1915. All photos Charles City Western Railway.



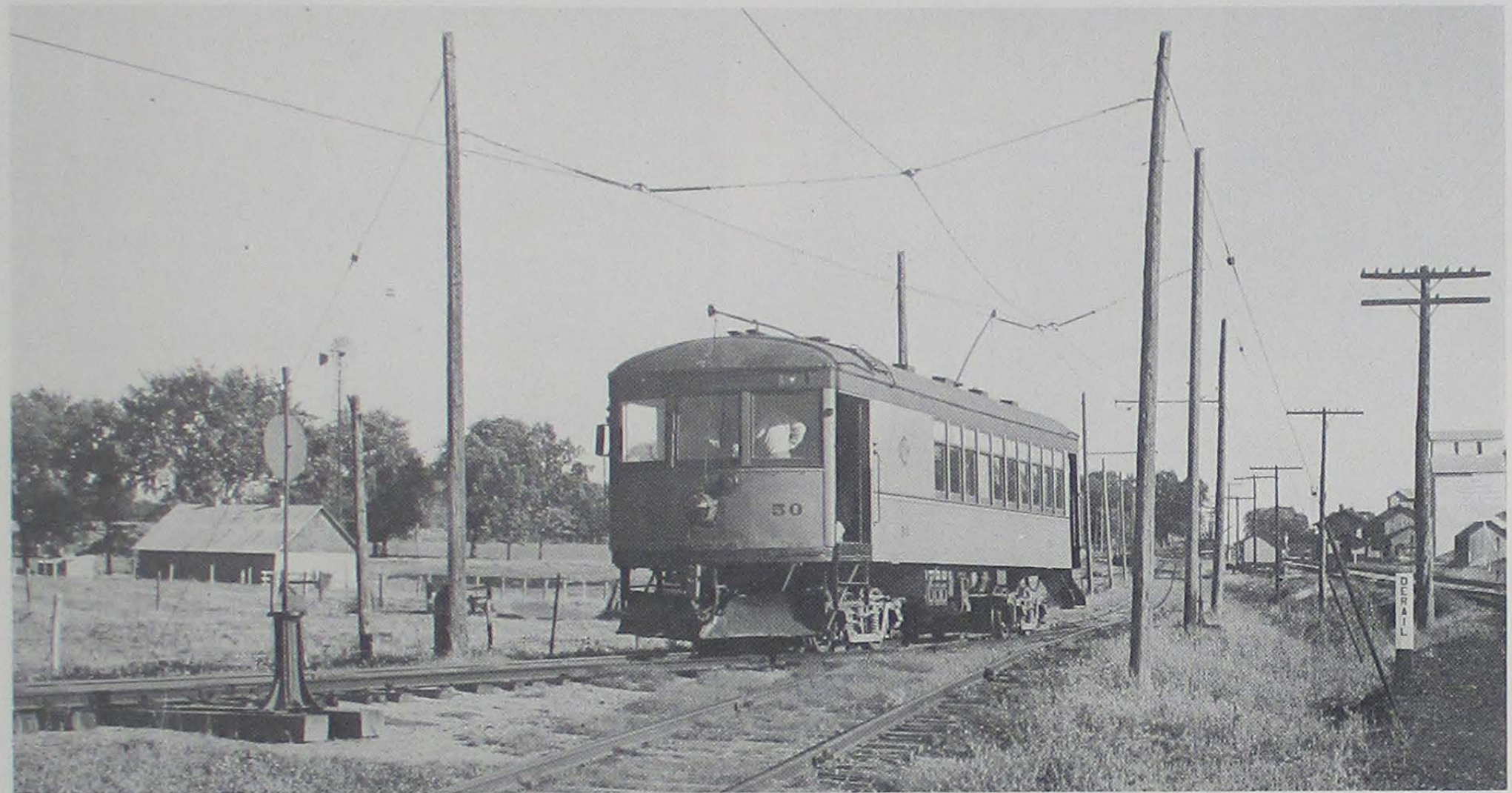
50 was a well-powered car which was capable of pulling heavy steam road equipment. Around 1920, 50 is preparing to leave Charles City. It soon became evident that a back-up passenger car was needed. In 1920 car 53 arrived in Charles City from the Shore Line Electric. The final piece of equipment purchased at electrification was freight motor 300, which was photographed in 1915. All photos Charles City Western Railway.







Throughout the period of electrified passenger service 50 performed yeoman service. Mail is being loaded at Charles City on September 11, 1948. William C. Janssen photo. **On November 14, 1949, 50 approaches Oakdale on the Marble Rock line.** Paul Stringham photo. **Just beyond the shops, 50 starts its swing around the beltline on its way to Marble Rock. The Colwell line crosses the ICRR in the background.** William C. Janssen photo.



CHARLES CITY WESTERN RAILWAY COMPANY

CHARLES CITY, IOWA

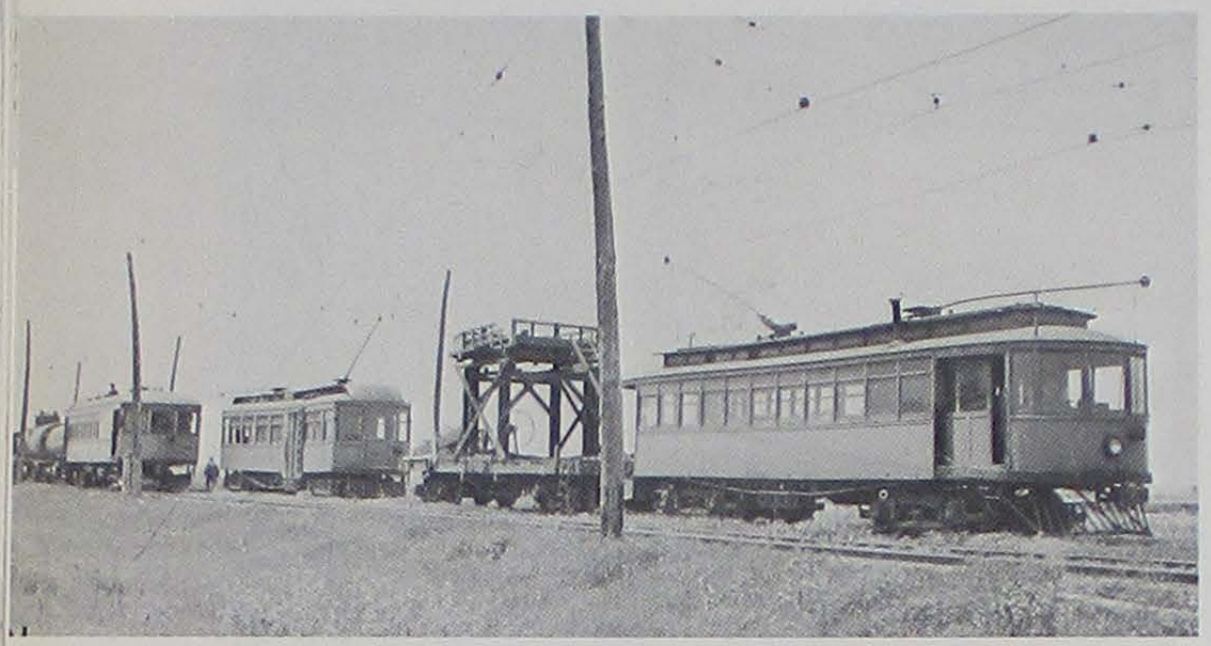
TIME TABLE

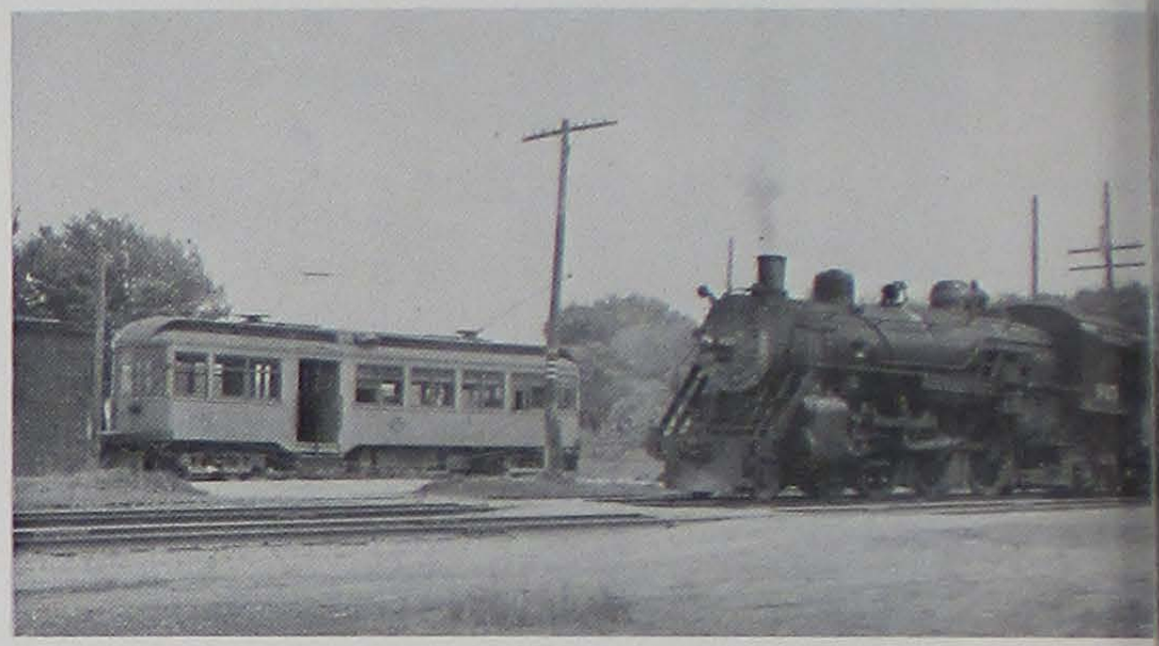
.7	No. 3				No. 2	No. 4	No. 6	No. 8
M.	A. M.				A. M.	P. M.	P. M.	P. M.
0	10 45		Colwell		10 25	- -	2 25	- -
7	10 52		Nilesville		10 17	- -	2 17	- -
5	11 10		Waller		10 10	- -	2 10	- -
5	11 10	Arr	Charles City	Lve	10 00	- -	2 00	- -
0	11 50	Arr	Charles City	Lve	- -	1 40	- -	4 55
5	12 00		West Charles City		- -	1 27	- -	4 42
0	12 15		Oakwood		- -	1 16	- -	4 31
5	12 30		Marble Rock		- -	1 00	- -	4 15
M.	P. M.				A. M	P. M.	P. M.	P. M.

trains daily except Sunday.

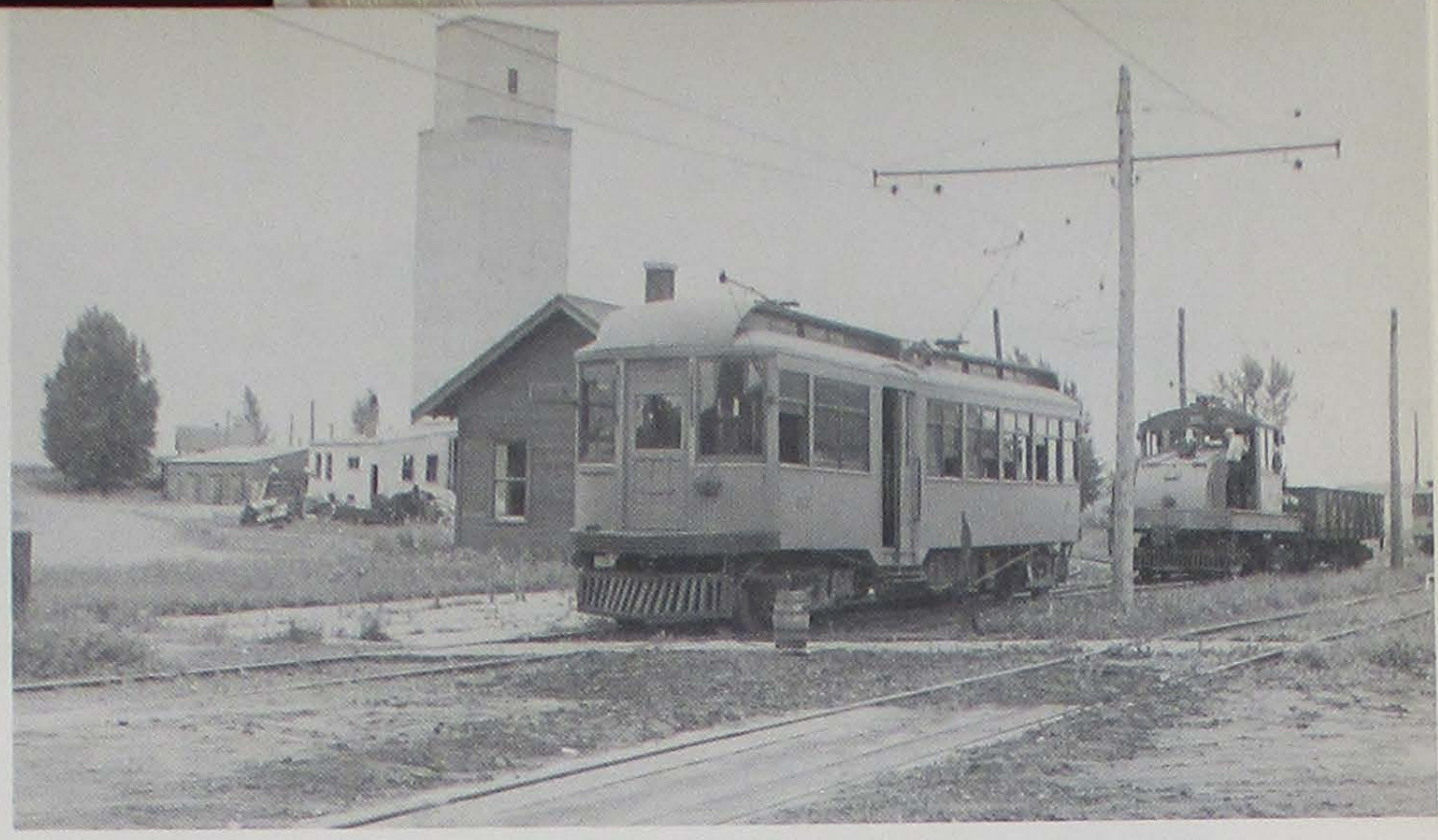
On June 5, 1955, 50 crosses the Little Cedar River on its way to Colwell. By this time the car was in excursion and fantrip service as passenger service ended on July 19, 1952. William D. Middleton photo. **For years the CCW exchanged passengers with the Rock Island at Marble Rock. 50 is leaving Marble Rock for Charles City on September 11, 1948.** William C. Janssen photo. **This undated timetable , shows how the service was operated. Passenger service as well as all other operations were based from Charles City.** Joseph M. Canfield Collection.

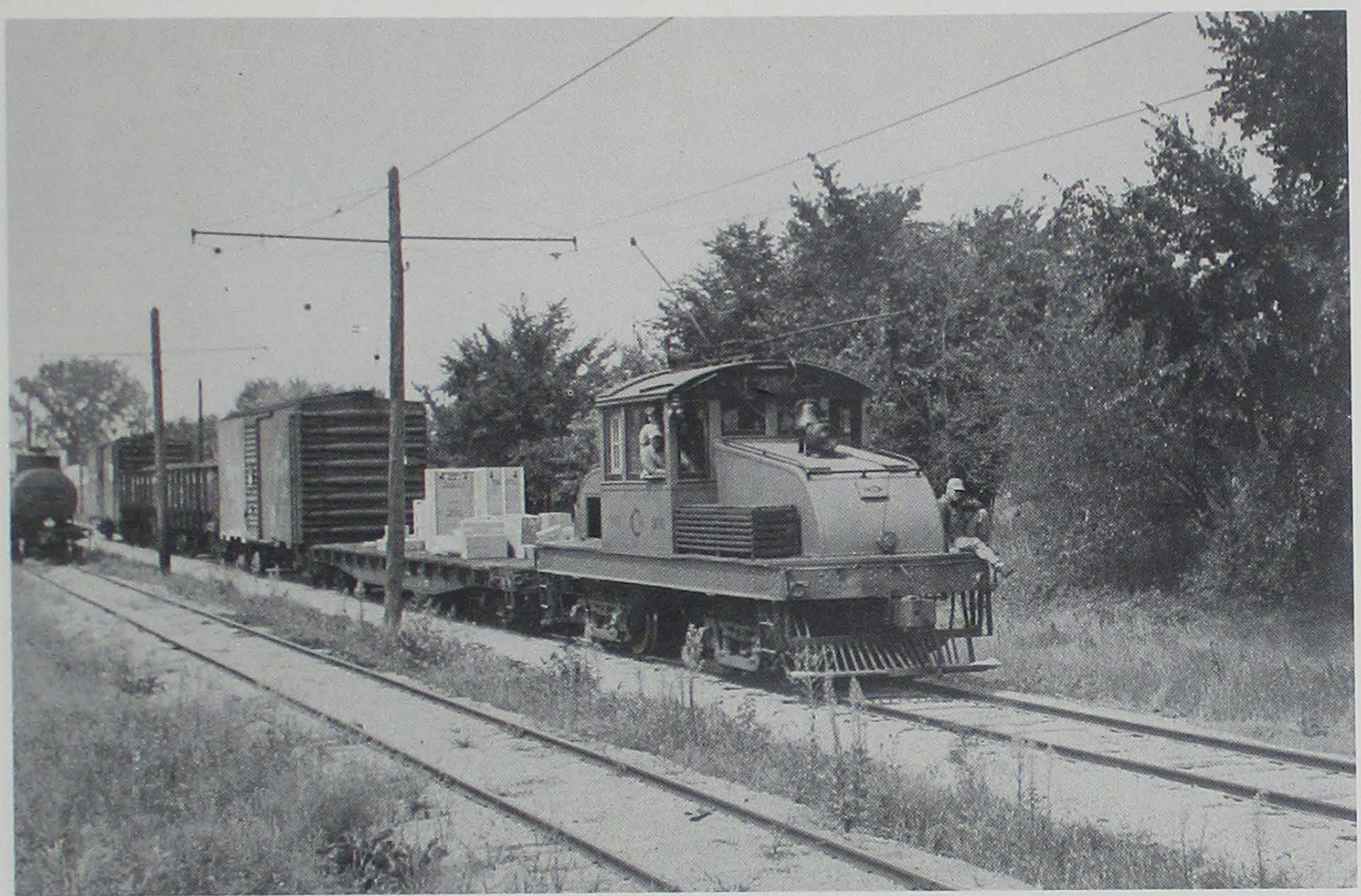
On August 24, 1938, 52 was at Colwell. James P. Shuman photo. **50 pulls a freight train past the then work equipment roster.** Donald Idarius photo. **Rock Island train number 68, the West Liberty Iowa to Minneapolis local stops at Marble Rock on May 31, 1947. 53 is on hand for the CCW.** Gordon E. Lloyd photo. **53 is at the other end of the line at Cowell.** W.C. Cox photo from William C. Janssen.



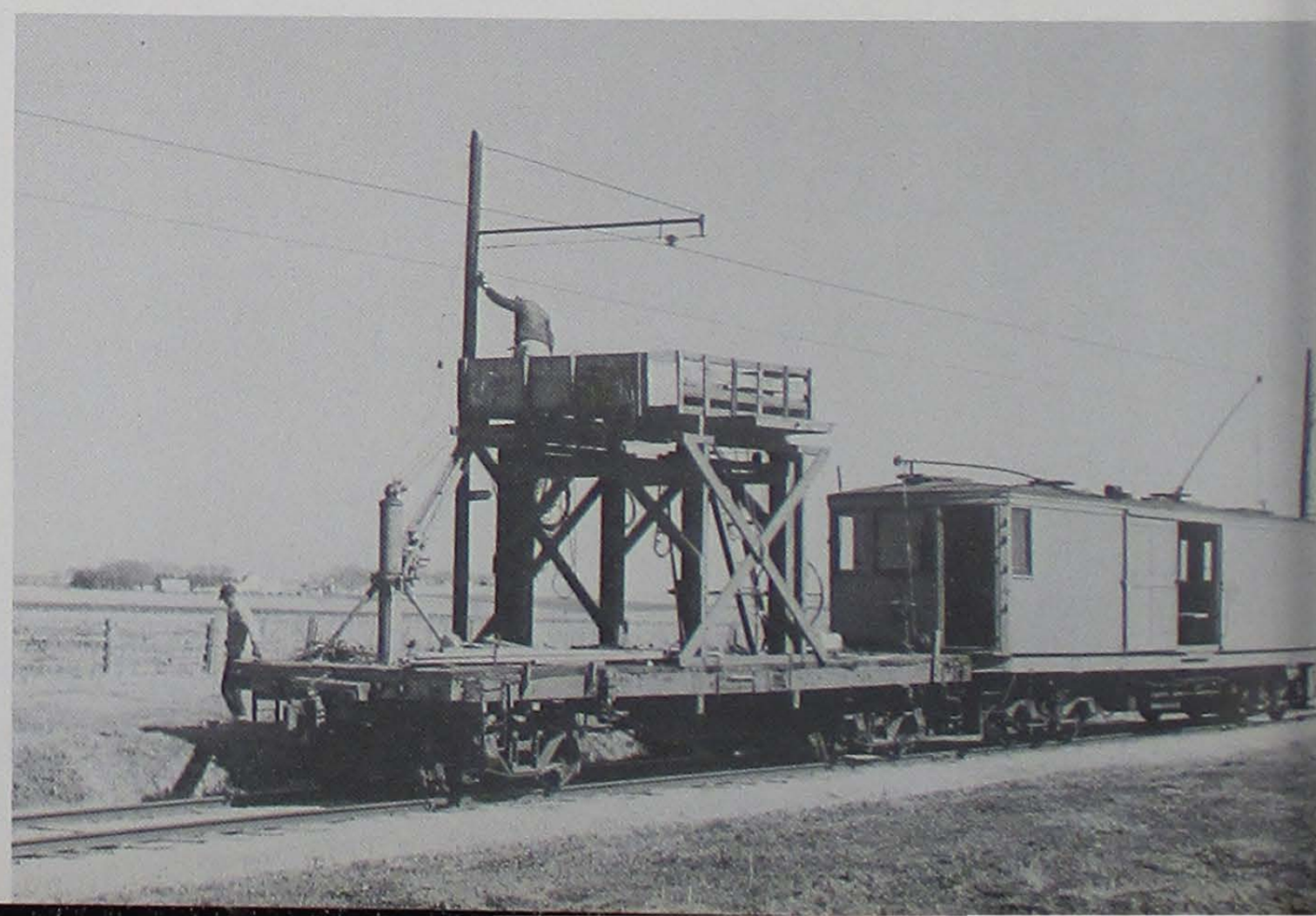


This line up at Colwell on August 24, 1938 show the three facets of CCW's operations: 53 in passenger service, 300 in freight service and 52 in work service. 52 was the "back-up" passenger car between 1915 and 1920 when 53 arrived. Later 53 also entered work service. James P. Shuman photo. **For years 300 was the principal freight power, shown on August 18, 1949 arriving at Charles City.** William D. Middleton photo. **Over a decade earlier 300 was switching at Charles City on August 24, 1938.** James P. Shuman





In January, 1949 the company finally acquired its second electric freight engine. Locomotive 303 came from the Texas Electric. On April 7, 1955, 303 is en route to Marble Rock. The train is passing a most appropriately named piece of real estate, Interurban View farm. The CCW was one of three interurbans that crossed the Cedar River. 303 crosses the concrete arch bridge that was on the south side of the beltline at Charles City. Basil Koob photo. **Express motor 302 is pushing the line car down the Marble Rock line on April 7, 1955.** All photos from William D. Middleton.



MASON CITY & CLEAR LAKE RAILWAY

Electric railway service between Mason City and Clear Lake began in 1897. The original company, the Mason City & Clear Lake Traction Company, shares with the predecessors of the Waterloo, Cedar Falls & Northern, the distinction of being the oldest interurban railway in Iowa. As of 1974, however, the MC&CL and its successor have joined to provide 77 years of electric railway service, the longest tenure of continuous electric operation of an interurban railway in the United States.

The Mason City & Clear Lake Traction Company was the creation of W. E. Brice and L. H. Ong of Tama, Iowa. Brice had been associated with steam railroad construction while Ong had connections with several early power companies as well as the Tama & Toledo Railway. On December 5, 1896, these two men incorporated the Mason City and Clear Lake Traction Company. The railway was an integral part of their real estate development in the southwest portion of Mason City. Their initials have been perpetuated in real estate abstracts which describes property as being located in the B & O subdivision of Mason City.

By carriage, Brice and Ong looked over the two possible routes between Mason City and Clear Lake. They chose to follow the route which is now highway 106 because their service whould thereby pass through the portion of Mason City with the greatest passenger potential.

Under the supervision of engineer Dyke construction began almost immediately after incorporation and continued throughout the winter. The construction train consisted of a flatcar loaded with rail, followed by a flatcar of ties. Both were pushed by a steam locomotive rented from the Iowa Central Railway. One farmer just east of Baker's Corners objected to the construction of track through his property, but this obstacle was overcome by commencing construction of this section of track at midnight one Saturday night. By Monday morning the track was completed, and the farmer decided not to pursue his battle any further. For twenty-five years, the cars ran within ten feet of his house.

The inauguaral trip was celebrated on July 3, 1897. Mr. and Mrs. Brice and their dog Sanko occupied the front seat of the first car. At Emery the train was delayed by Sanko's decision that chasing birds was greater fun than train riding.

Traffic on the interurban line was officially opened the following day. Service was off to a smashing start: the first accident occurred that evening. Wet rails caused the track to become slippery. First, car number 6 overshot the stockyards siding in Clear Lake where a meet was scheduled. Then car 16, traveling downhill while pulling four trailers, was unable to stop on the slick track and slid into car number 6. Car 4, pulling two trailers, joined the pile-up by sliding into the rear of car 16's train. Fortunately, no one was seriously hurt, although the company's image may have been somewhat tarnished by an initial impression of a slippery operation.

Passenger service was provided between the Minneapolis & St. Louis Railway depot in Mason City and Clear Lake, a distance of about 15 miles. The original interurban terminus in Mason City was a loop on 4th Street NE. Within a few years, however, the terminus was moved to the power company office building near the park in downtown Mason City. In Clear Lake the terminus was the Oaks Hotel. The principal passenger station in Clear Lake was White Pier. A pavilion on this pier accommodated dancing in its large ballroom, band concerts, and other attractions. Traffic to these resort facilities enabled the company to claim it hauled more passengers per mile than any other regional interurban line.

The original equipment was built by the Pullman Company. Second-hand equipment was purchased for the peak summer traffic to Clear Lake. This equipment came from the New York, New Haven & Hartford Railroad (now part of the Penn Central) and the New York City Elevated. Through coaches from connecting railroads were handled directly to White Pier. Some railroad executives had their business cars run over the line so they could enjoy the sensation of being hauled by electric power.

Since Mason City had a population of only 5,000 at the turn of the century, it was a source of great local pride that city streetcar service operated. The two principal lines were "Highlands" to the northeastern part of town and "Federal Avenue" which served the cement plants. City cars also operated on the interurban line to the Odd Fellows (IOOF) Home near Clear Lake Junction. Short spur lines in Mason City connected the railroad depots and cemetery.

In the beginning, all shop and carbarn facilities were located at Emery, a point midway between Mason City and Clear Lake named after one of the original officials of the company. All city and interurban cars operated out of this barn. To provide convenient housing for the employees, the area was laid out as the "Traction Park" subdivision. A few homes were built in Traction Park, along with a General Store and a grain elevator. This did not turn out to be a completely satisfactory arrangement, however, as a carbarn was later built at 5th and Delaware in Mason City for storage and minor repairs to the city streetcars. A shed was also built over the track near the Oaks Hotel in Clear Lake so that car 16 could be left overnight at that end of the line. All major repairs were still made at Emery. Power was generated for many years at Emery, where a Corliss engine was located. Later, power was purchased from the commercial utility company, and two rotary converters were located in the Emery powerhouse.

Passenger equipment used in interurban service was amazingly sparse. Car 16 was the only

interurban car on the roster for many years. It was scheduled to make all regular runs between Mason City and Clear Lake. When traffic was heavy, car 16 would pull several trailers. Car 16 was also used to pull steam railroad coaches from Mason City to Clear Lake on the occasions when special trains were operated by the steam roads. The same car was fitted with an air operated plow for snow removal in the winter and was sometimes used to switch steam road freight cars in Mason City. When additional passenger equipment was needed on the interurban line, car number 4 (single truck express car known as the "pig") would pull two trailers. City car number 6 was also used at times as it was capable of pulling one trailer. Car 16 was eventually replaced by cars 21 and 22.

Shortly after the turn of the century the company deleted "Traction" from its corporate title and replaced it with the word "Railway". It is quite possible that the change in name was made in an effort to secure tariff agreements with additional steam roads.

In the next few years the company experienced financial difficulties and reorganization became necessary. By 1910 the company had come under the control of the People's Gas & Electric Company (of Mason City), and on July 19 of that year the company was reorganized as a Delaware corporation, using the name Mason City and Clear Lake Railroad Company. The new company immediately requested a 25 year franchise from Mason City and the town of Clear Lake. The question was submitted to the voters in September and passed by a vote of 584 to 268 in Mason City and 347 to 26 in Clear Lake.

The United Light and Railways Company acquired the entire capital stock of the Mason City and Clear Lake Railroad as well as the People's Gas and Electric Company in 1913. At the time of the acquisition W. E. Brice stepped aside from President to become a director of the company. F. J. Hanlon, annother member of the original executive team, took command as President.

The original fare structure called for a five cent fare from Mason City to Clear Lake Junction. Tokens were also available at the rate of 6 for 25¢. From Mason City to Central Heights was 10¢, and this increased to 15¢ for Emery, 20¢ for the area west of Emery, and 25¢ for Clear Lake. The fourth of July was a very important day at Clear Lake when thousands of people went there for the celebration. On that day, passengers from Mason City to Clear Lake were given a free ticket for the return trip.

Milk was handled by car 16 on the regular 9:00 AM trip from Mason City to Clear Lake. Many farmers had milk stands along the track, and the crew had only to lift the cans a short distance into the car. At Clear Lake the cans were turned over to a creamery. In the afternoon the milk cans were returned to the milk stands.

The MC&CL handled the mail between Mason City and Clear Lake in closed pouches. Car number 3 was pulled by number 4 or number 16 to handle the LCL traffic until 1912, when express car number 34 was acquired for the purpose. The express car was placed on the siding at the power company in Mason City at noon and departed for Clear Lake at 1:30 PM.

Passenger traffic declined as World War I waned. To economize one-man car operation was implemented. Five one-man streetcars (birneys) were acquired in 1918. These cars were identical to those acquired for service in Cedar Rapids. Two of the older cars were rebuilt as one-man cars to back-up the birneys. In 1923 three Tri-City Railway (Davenport) streetcars were rebuilt into one-man interurbans. These cars were similar to the streetcars which had been rebuilt for interurban service on the Clinton, Davenport & Muscatine. Retrenchment continued as traffic continued to decline. The loop at the Clear Lake Terminal was torn up in 1929. Thereafter most passenger trains ended at the wye near White Pier.

It was at this time that the country fell into the depths of the infamous depression. Service terminations followed quickly. The trackage beyond White Pier was abandoned in 1931. The franchises granted by Mason City and the town of Clear Lake expired in 1935. The MC&CL decided it would retain the streetcar system if permitted to do so. Otherwise it wished to retain the rails on Federal Avenue to 5th Street South in order to haul coal to the power plant a block away. When the proposition was put to the voters in 1936, they voted against retention of the streetcars, and the last streetcar and interurban ran on August 30, 1936. The MC&CL replaced the interurban cars with buses, but retained an interurban car for operation from the Milwaukee Road depot in Mason City following heavy snow storms when the buses could not get through. Bus service to Clear Lake was provided by the railroad until 1955.

Freight service has been the mainstay of the MC&CL virtually since inception. The original, and for years, the principal source of revenue was hauling ice harvested from Clear Lake. During winter ice was cut with electric saws and loaded into refrigerator cars on the main line near the wye at White Pier. As the ice business was more important than the passenger business to the Oaks Hotes in wintertime, the passenger cars were turned back at the wye. The ice was transported to Mr. Brice's ice house on the MC&CL in Mason City for storage. Shipments from storage were made throughout the year according to demand. At one time the interurban leased twenty-five refrigerator cars bearing the initials MCLX. As late as the early 1920's it was not unusual for the line to handle as many as 50 carloads of ice per day. With the advent of electric refrigeration, however, this business melted away! By 1936 ice was handled only as far as Mason City for consumption in the

immediate area.

Livestock was handled until the termination of the stockyards track in the 1960's. A siding, running south from Main Street in Clear Lake, served the stockyards. Every Friday and Saturday cattle were hauled from Clear Lake to Mason City for inclusion in the fast perishable trains of the steam roads to Chicago.

Probably the most important single item of freight traffic was coal, and this was undoubtedly the reason the MC&CL was able to survive. All of the coal for the power house and central heating plant at 5th and Delaware Avenue in Mason City was hauled by the MC&CL. A huge stockpile of coal was maintained at Emery and delivered to the powerhouse as needed.

Since some of the people associated with the railroad and power company were influential in other Mason City industries, the MC&CL was also able to participate in the movement of coal to the cement and packing plants on the north side of Mason City, even though the plants were not on the interurban. The MC&CL received the coal from the Milwaukee Road or the C&NW and transferred it to the CGW or the M&StL for delivery to the industries. Altogether, the MC&CL handled several thousand carloads of coal each year.

After the cement plants were established north of Mason City, consideration was given to extending the Federal Avenue car line to that area. Switches were installed at 16th Street and Federal while track was put in a bridge across a creek. Beyond this, the extension was never completed.

The MC&CL was one of the first interurban lines permitted to participate in joint freight rates and tariffs with steam railroads. The company was also given the job of transferring all cars between the Iowa Central (later the M&StL) and the C&NW, CGW and CRI&P, roads with which the Iowa Central did not have direct connections. This transfer agreement existed until the 1960's.

The MC&CL's participation with the steam railroads encouraged a number of industries to locate along the line early in its history. Sources of traffic included the grain elevator at Emery and a creamery near Clear Lake Junction which regularly sent butter east in iced refrigerator cars. The Mason City Brick & Tile Company, also owned by United Light and Power Company, made arrangements with the MC&CL in the 1930's to electrify their sidings and serve the plant exclusively.

Freight traffic was further stimulated by the construction of a pipeline from the Southwestern United States to Minneapolis during the 1940's. A petroleum products terminal was built in Clear Lake that several oil companies used to distribute their products to other Iowa destinations by tank car until additional pipe line branches were built. Although the freight rates were low on gasoline and fuel oil, the MC&CL received considerable revenue from this traffic due to its volume. During the 1940's the company purchased, second-hand, heavier locomotives to handle the freight traffic.

Strangely enough the original single end streetcars had complete control positions at the rear. Two stern face crewmen pose around 1910. Edwin E. Allen Collection.

On November 16, 1950, the Mason City and Clear Lake Railroad Company was chartered in the State of Iowa. The new company acquired the railroad assets from its predecessor and continued operations without any significant changes. While the new company was initially profitable, operating losses and the advancing age of the principal shareholder caused him to consider sale of the property. Fruitless discussions were held with representatives of the Minneapolis & St. Louis and Chicago, Rock Island & Pacific railroads. It was not until December 16, 1960, however, that an agreement to sell was signed.

A new company, Iowa Terminal Railroad Co., was formed by two businessmen from Michigan for the purpose of acquiring the MC&CL. Transfer of the property was effected as of July 1, 1961, after approval of the sale was received from the Interstate Commerce Commission. Subsequently the assets of the MC&CL were liquidated; however, as of 1974 the dormant corporate shell remains in existence.

TIME CARD
M. C. & C. L. R. R.
COMPANY

JUNE 1, 1934

Lv. Mason City	Lv. Clear Lake
6:15 a m*	5:35 a m*
7:35 a m	7:00 a m
9:05 a m	8:10 a m
10:55 a m	10:05 a m
12:35 p m	11:45 a m
2:25 p m	1:35 p m
4:05 p m	3:10 p m
5:05 p m*	5:05 p m
6:05 p m	6:05 p m*
7:55 p m	7:05 p m
9:35 p m	8:35 p m
11:10 p m	10:35 p m

FREIGHT TRAINS

7:50 a m	6:30 a m
1:50 p m	11:00 a m

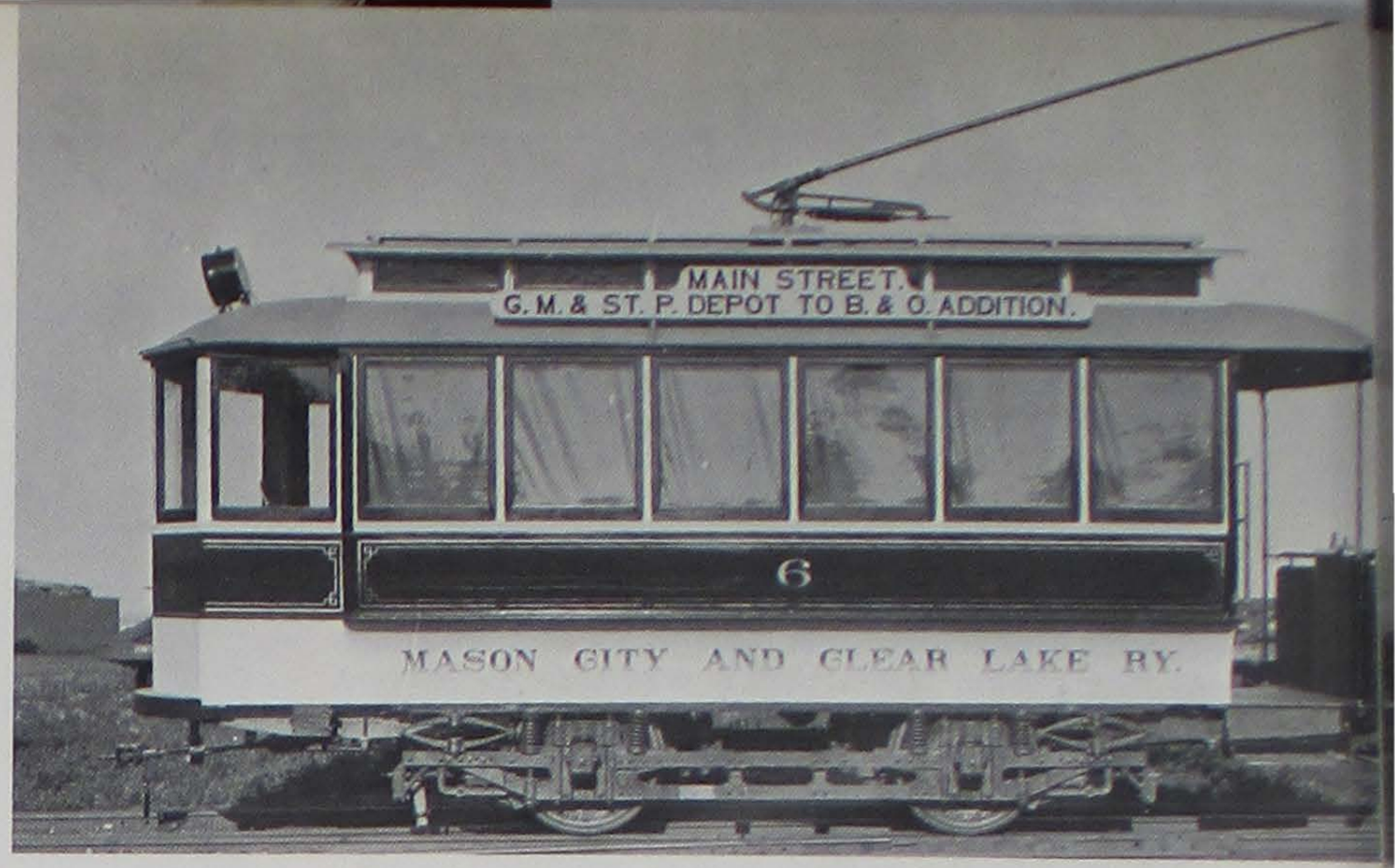
Fares are for continuous passage, no stopovers 35c one way: 50c round trip.

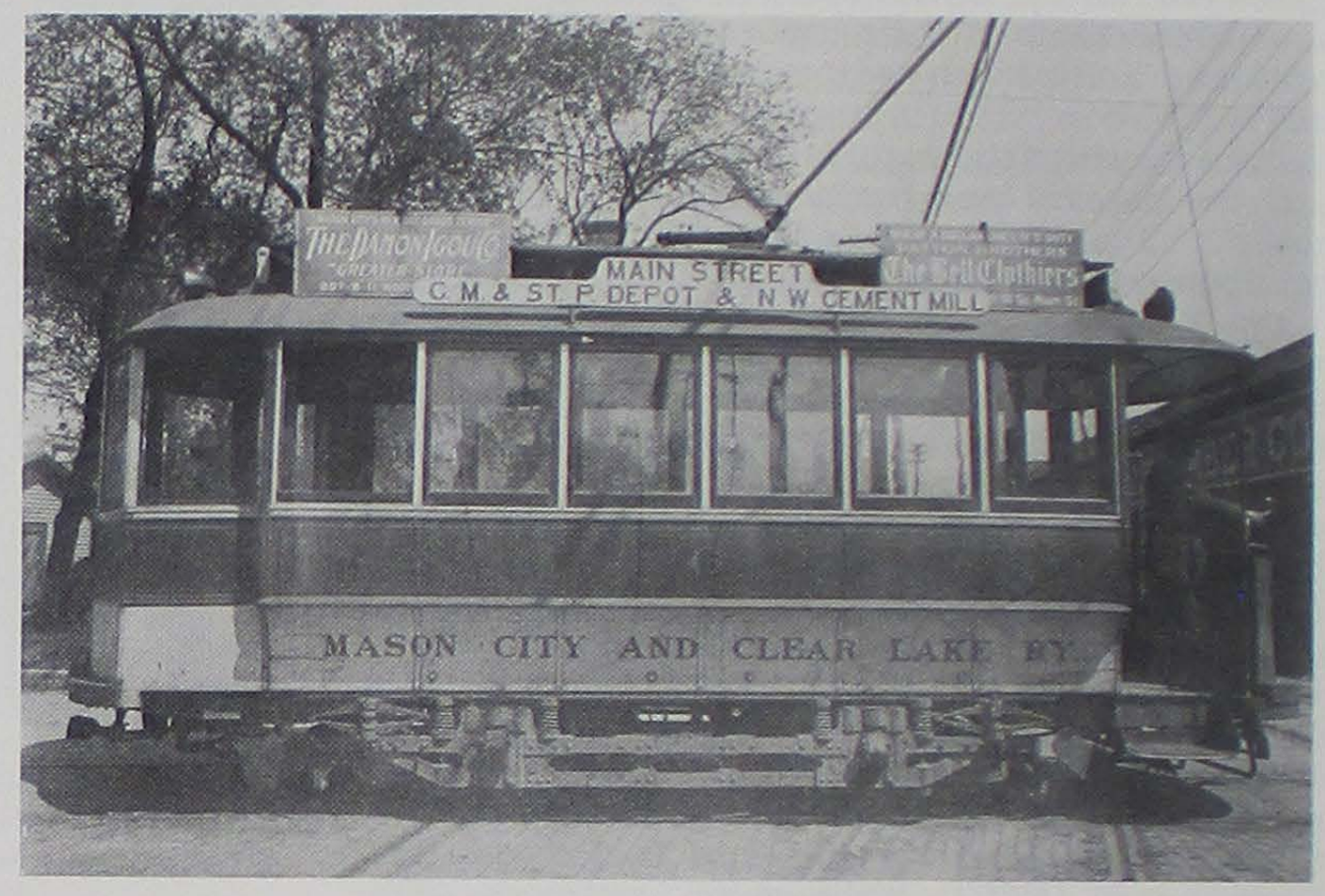
Federal Ave cars leave C. M. & St. P. depot at 5:30 a. m. and every 15 minutes thereafter up to and including 11:00 p. m. and every 30 minutes thereafter up to and including 12:01 a.m.

Clear Lake Junction Cars leave State Street at 5:30 a.m. and and every thirty minutes thereafter up to and including 12:05 a. m., and leave Clear Lake junction at 5:50 a. m. and every thirty minutes thereafter up to and including 12:15 a. m.

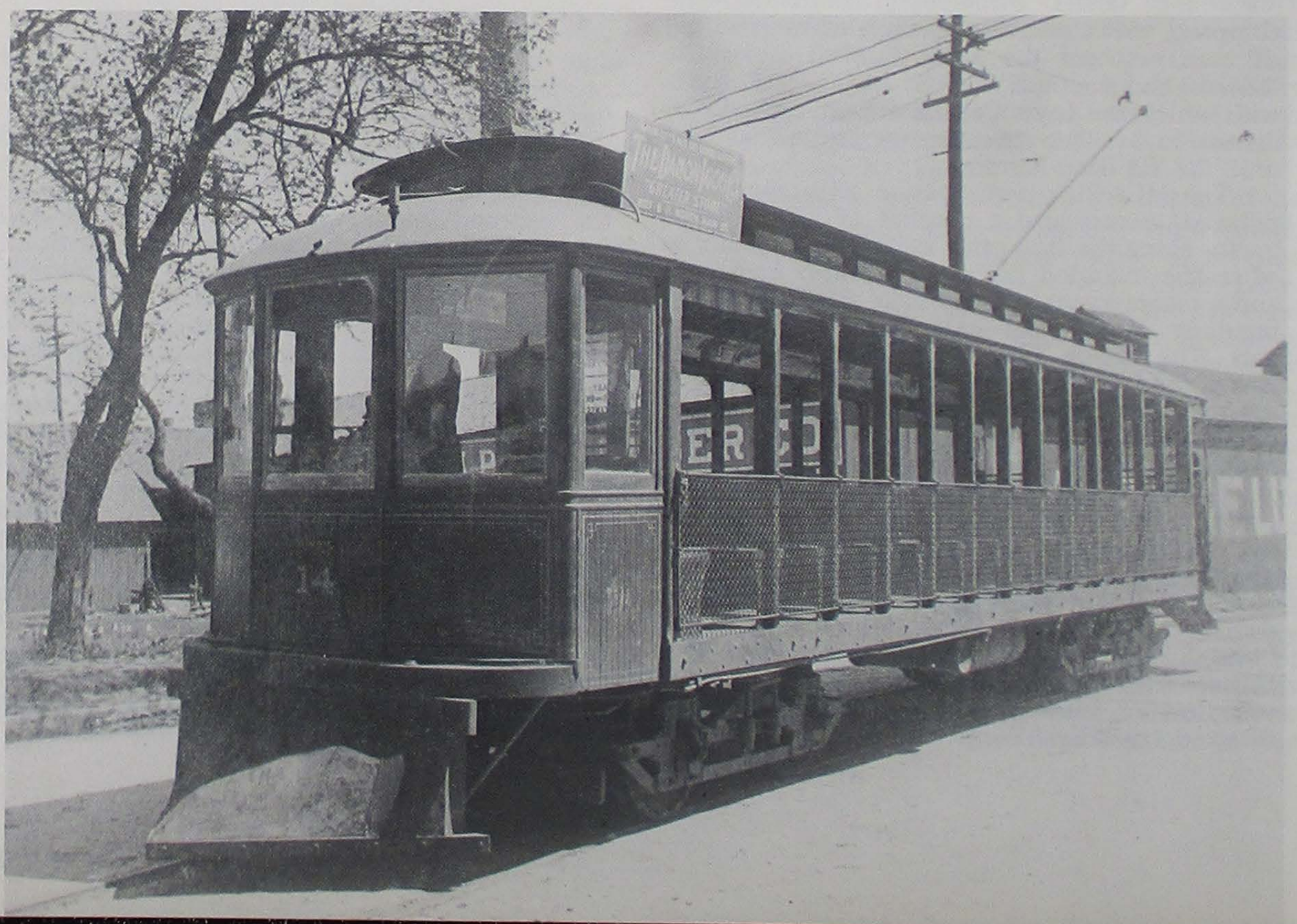
Highlands cars leave State Street at 5:30 a. m. and every thirty minutes thereafter up to and including 11:00 p. m., and Highlands at 5:50 a. m. and every 30 minutes thereafter up to and including 11:20 p. m.

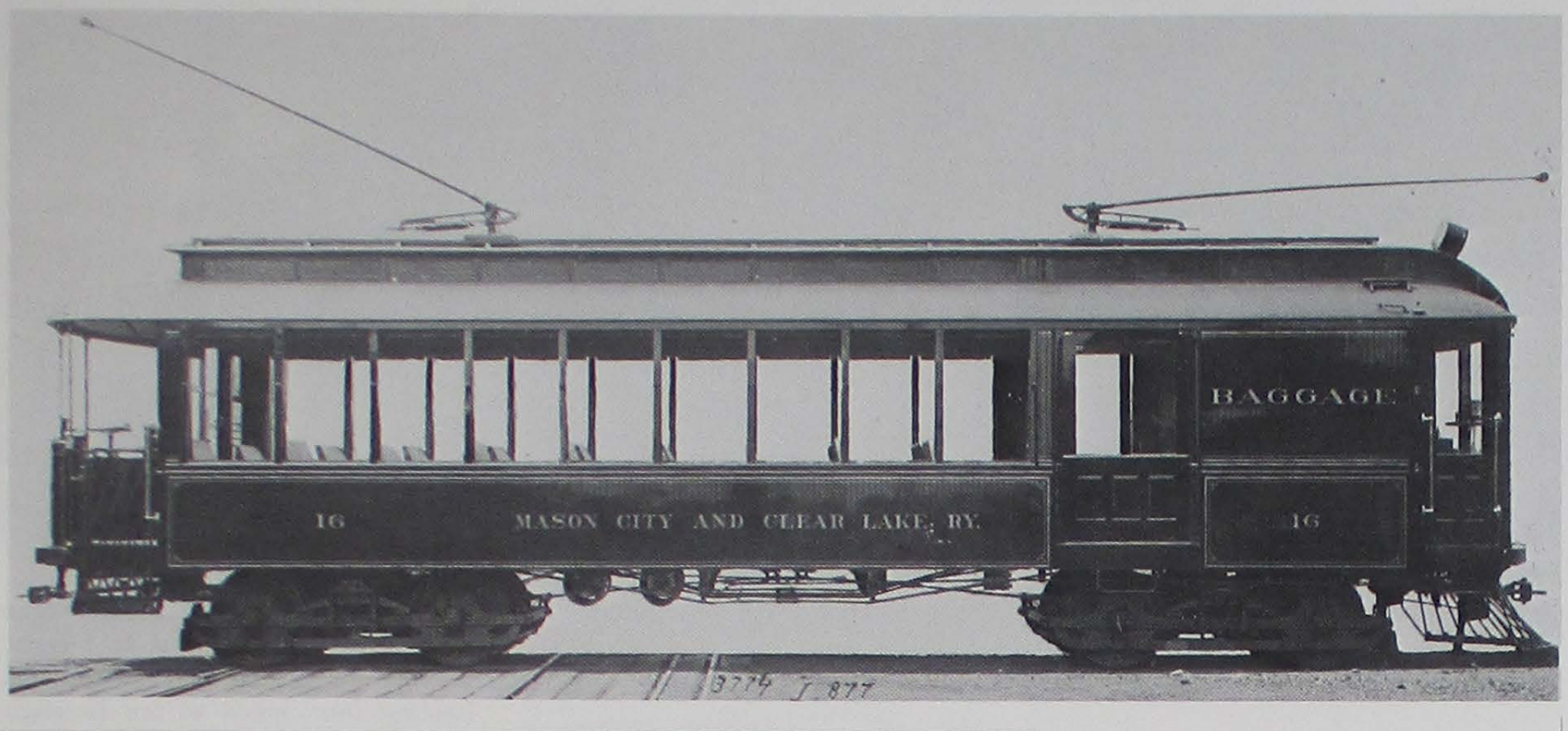
* Daily Except Sunday



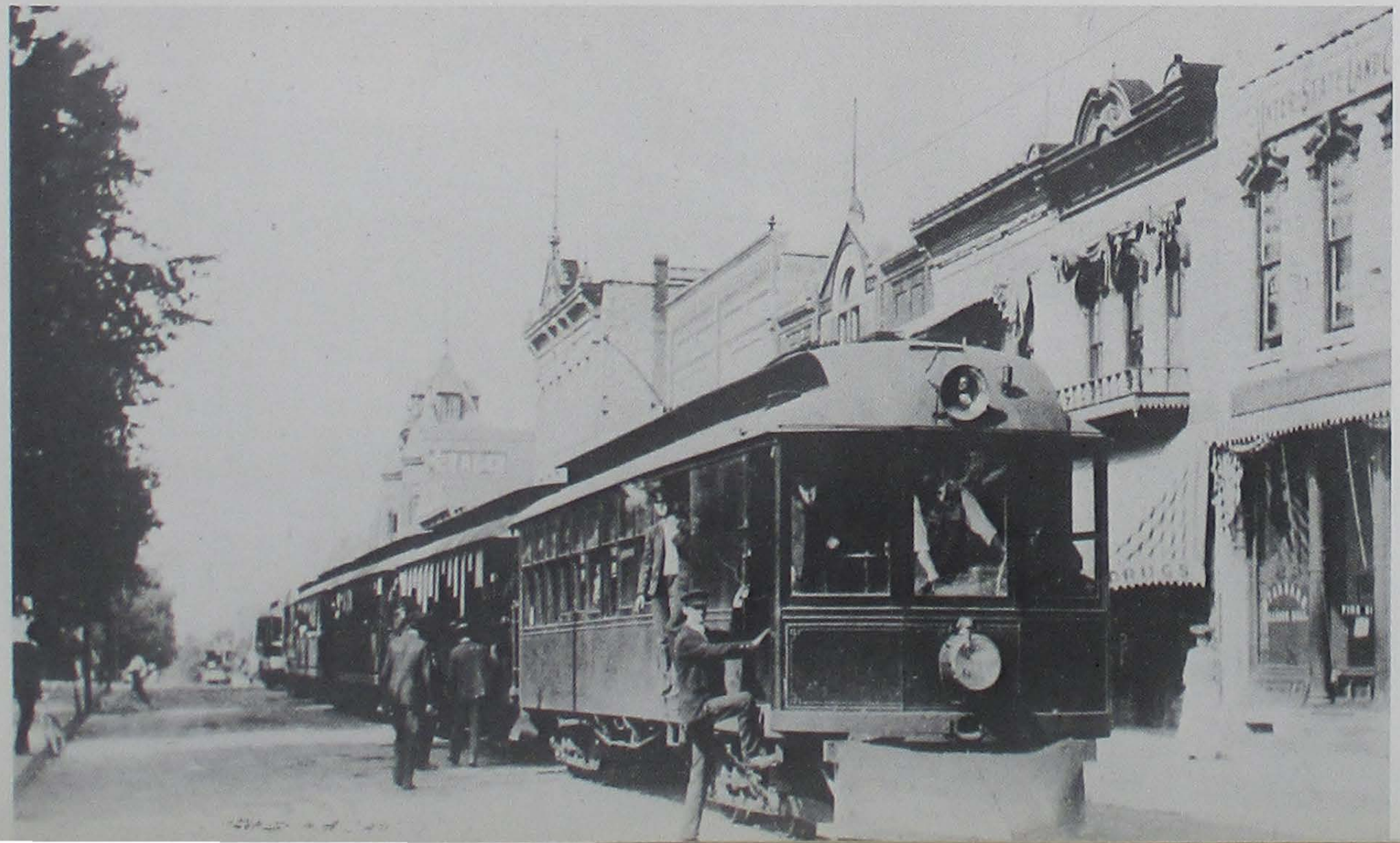


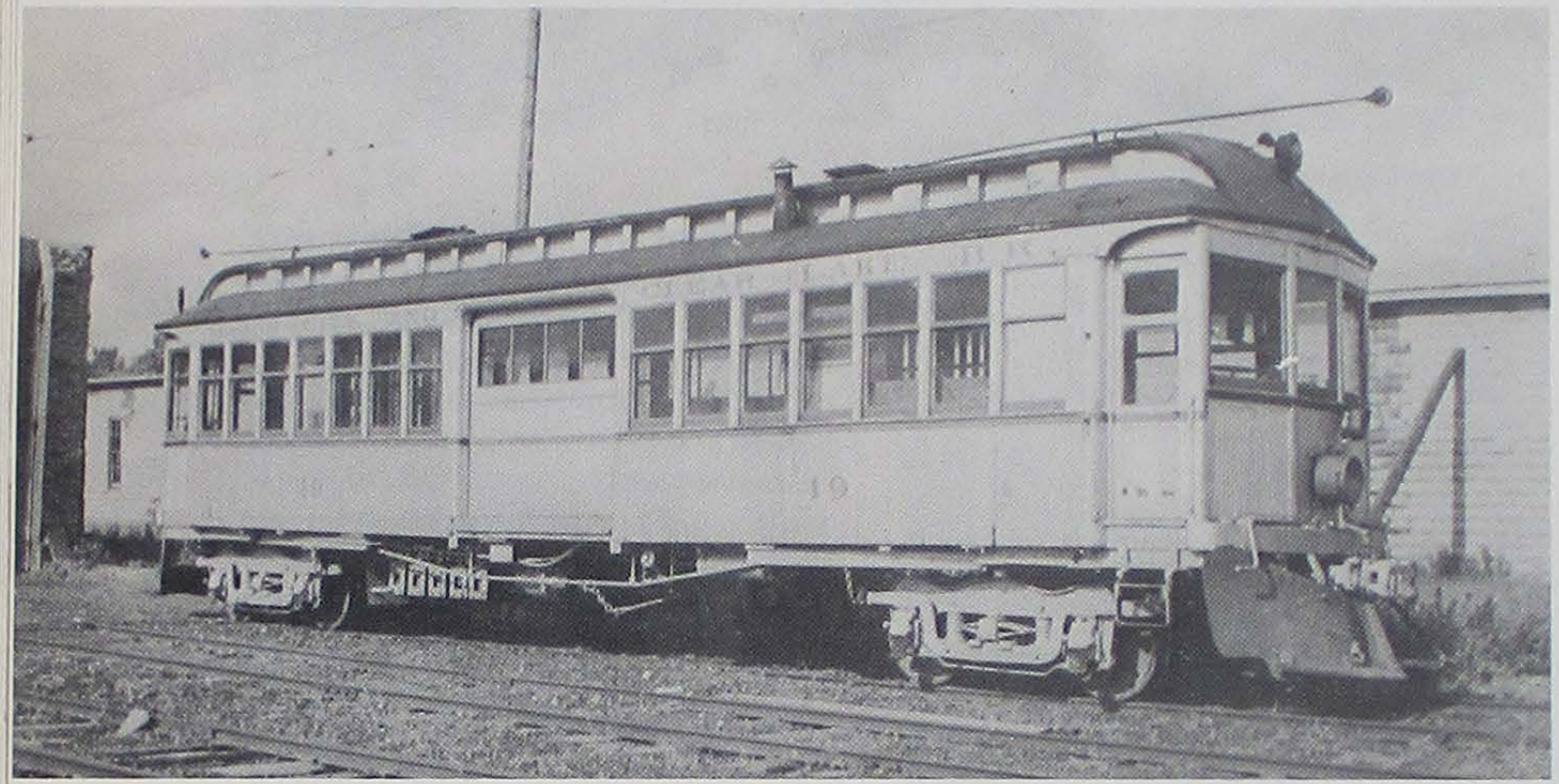
The original streetcars, as well as the interurbans were built by Pullman. 6 was photographed before leaving Chicago in 1897. George Krambles Collection. **Comparison of these photographs reveals that Pullman's sign painter erred. Note the railroad name in the letterboard. Car 6 was in service circa 1910. Originally a trailer by 1910, 14 had been motorized.** Both photos Edwin E. Allen Collection



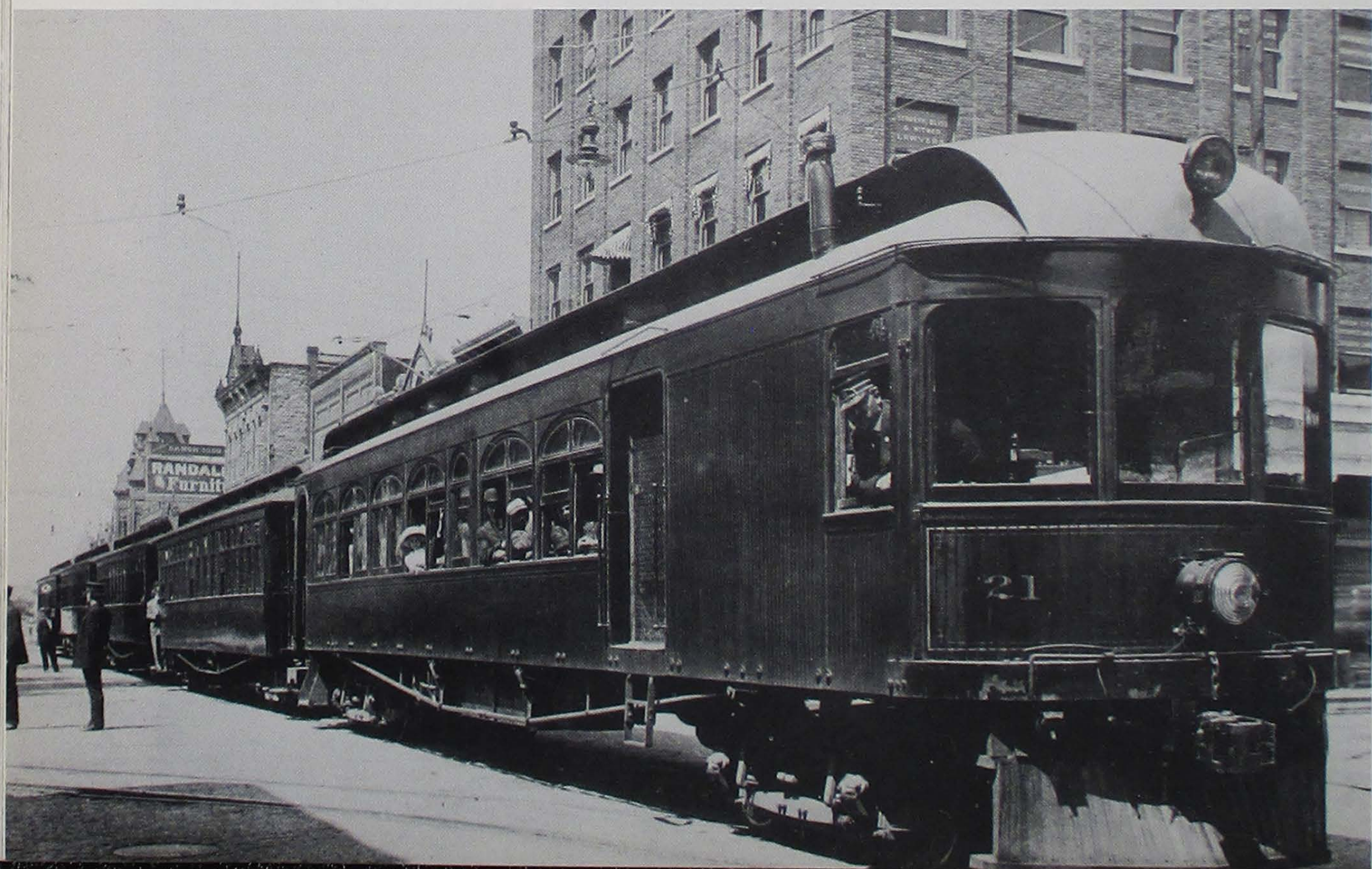


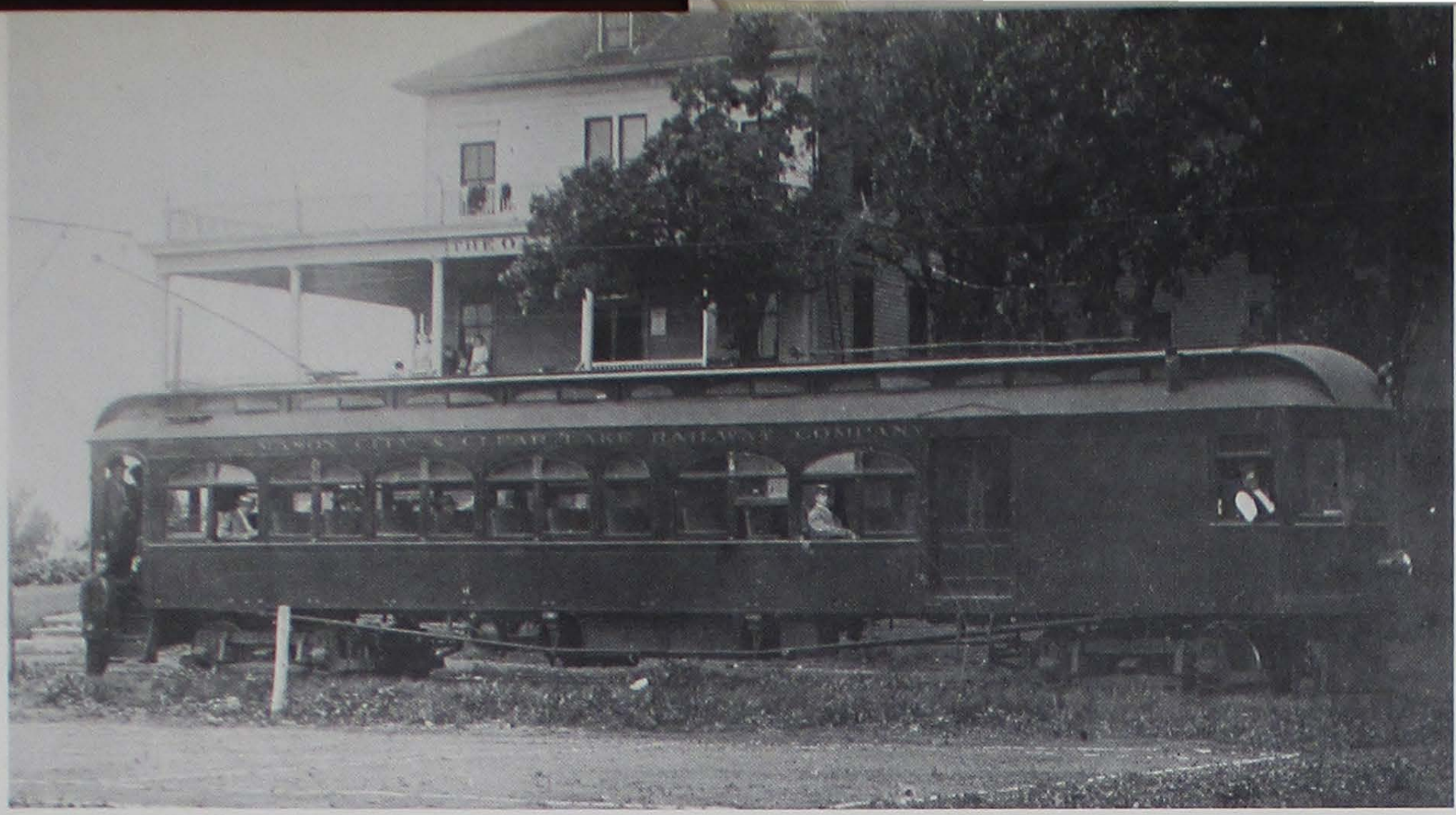
Clear Lake was an incredible source of revenue for the MC&CL. However, it was peak period traffic. This accounts for the number and variety of cars. 16 was designed for base period traffic and as a result became "the" car on the railroad to most people. 15 was designed to cary peak period passenger and as a result it is a trailer. Both photos were taken in 1897 at Pullman's Calumet (Chicago) plant. Both photos George Krambles Collection. **About a decade later 16 is preparing to leave the Court House in Mason City with four trailers in tow. Two city cars are behind this train of fun seekers bound for Clear Lake.** State Historical Society of Iowa Collection.

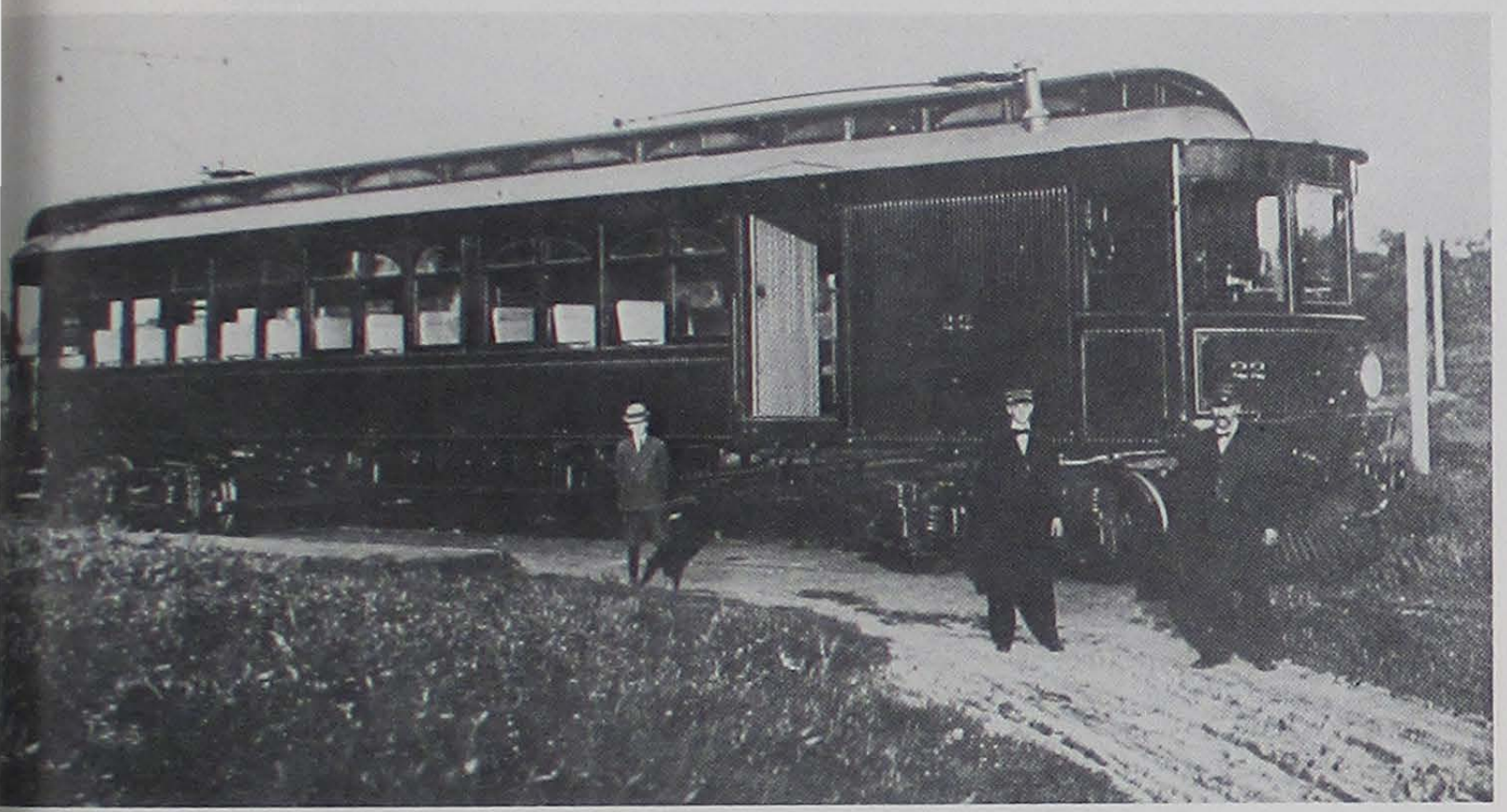




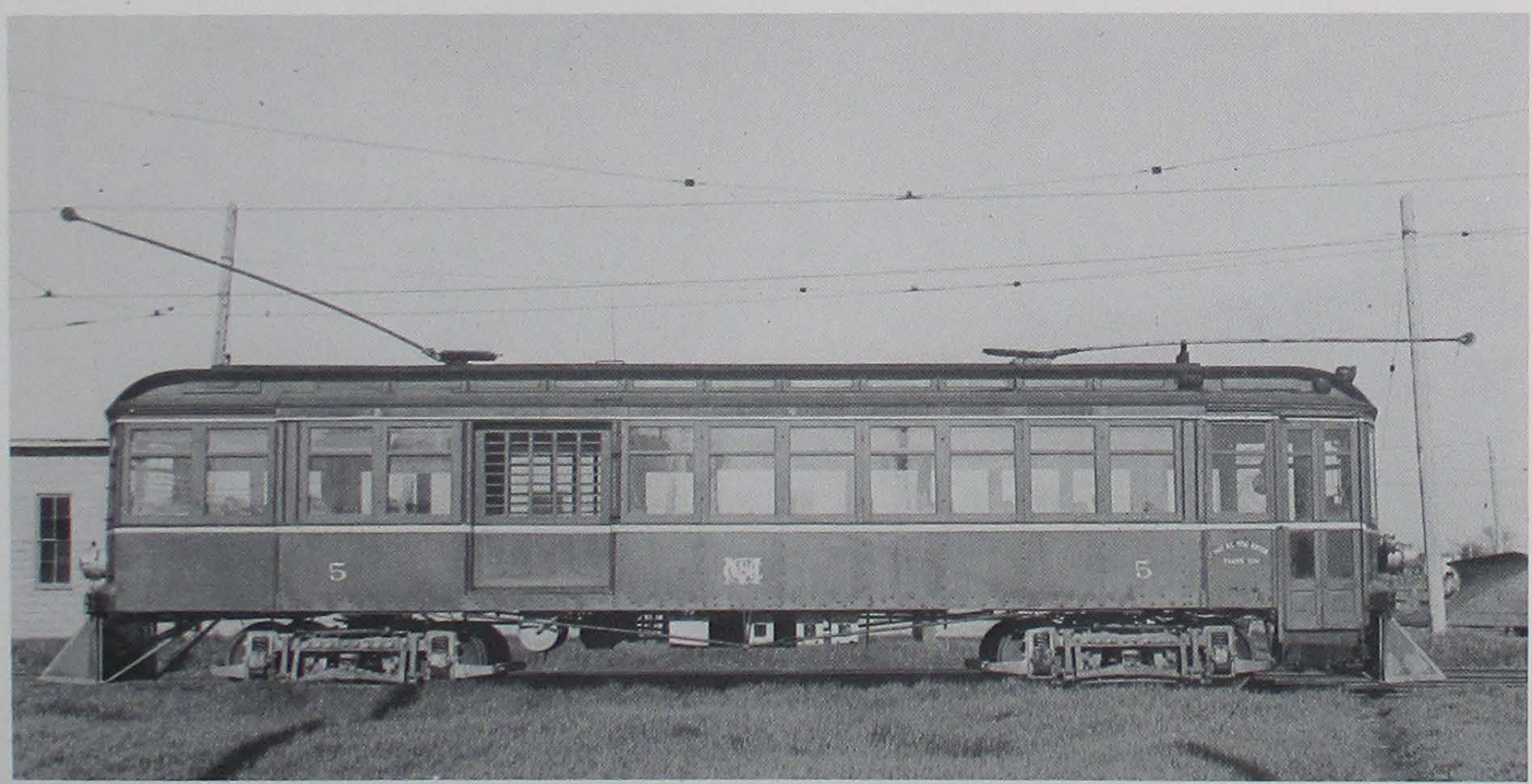
After its passenger service days were over 19 was used in freight service. In the early 1930's she is hauling four loads of ice through Clear Lake. Edwin E. Allen Collection. **19 began life as an elevated car in New York City. It looks a little out of place as an interurban car in Iowa. This photo was taken at Emery on May 31, 1941.** Stephen D. Maguire Collection. **21 replaced 16 as the workhorse of the fleet. She is about to leave Mason City with four trailers in tow for Clear Lake.** James Konas Collection.

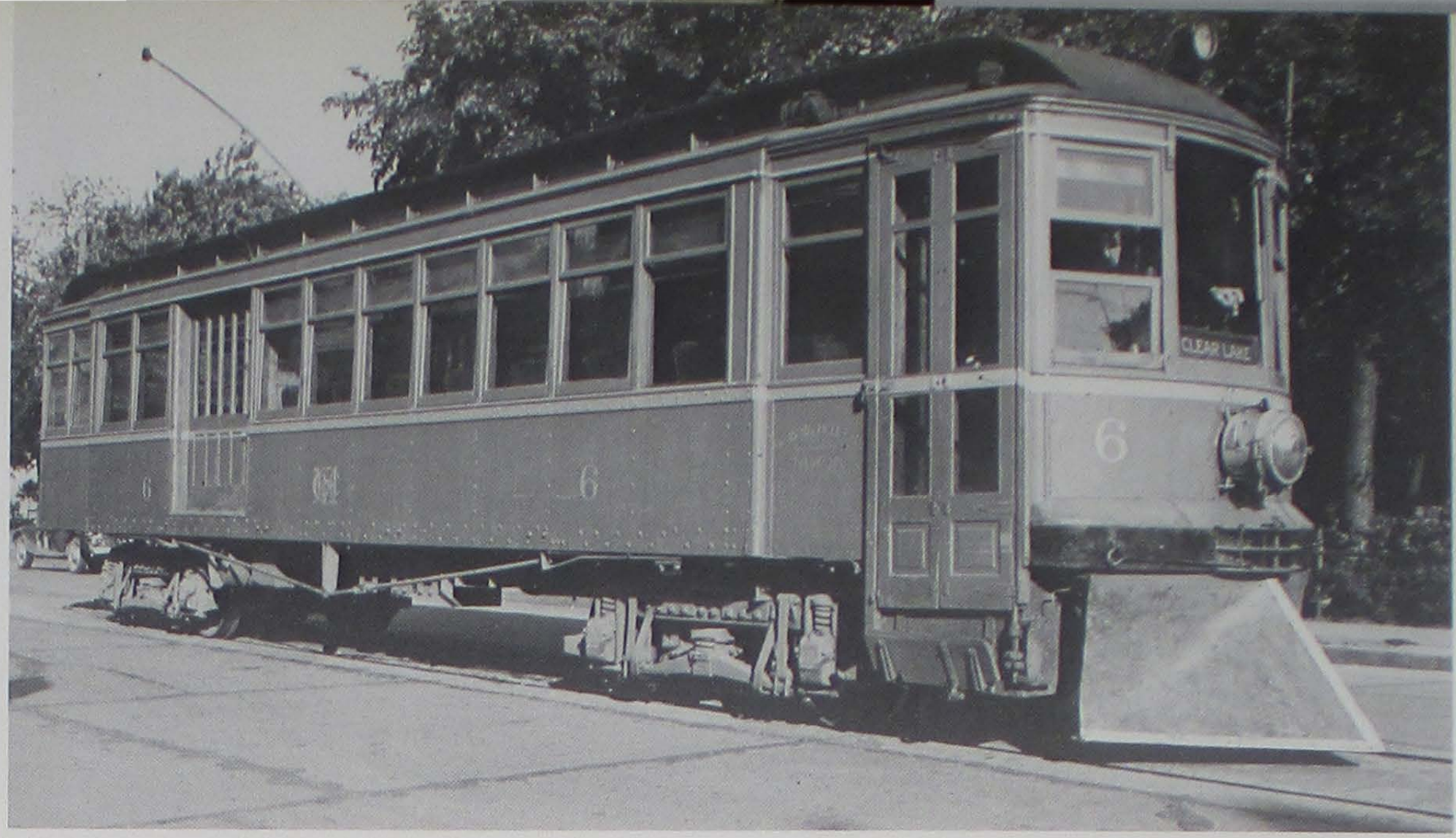






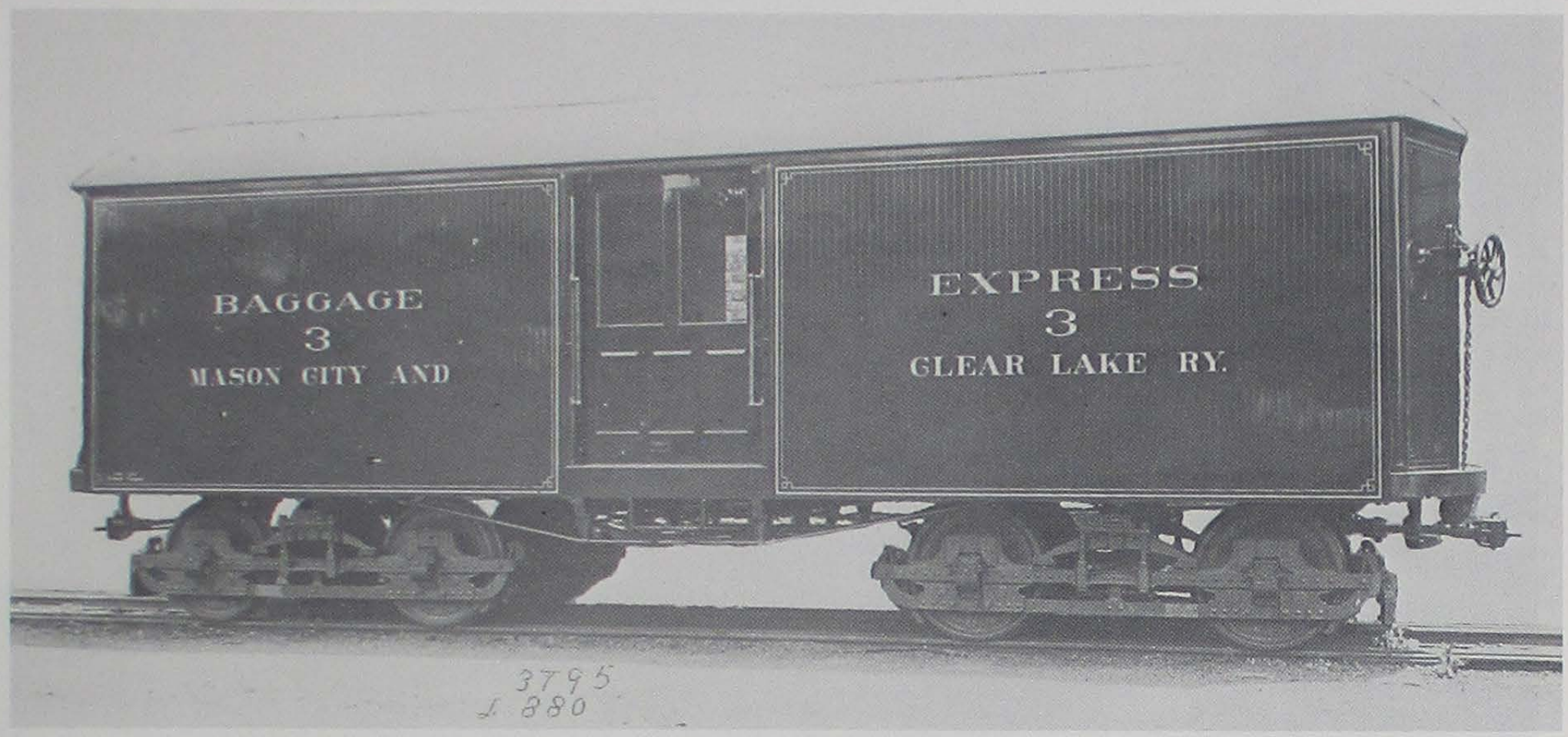
In a scene more typical of an interurban line, 22 is preparing to depart from The Oaks Hotel in Clear Lake. Wendell J. Dillinger Collection. **21 and 22 were classic interurban cars. 22 is shown shortly after its arrival from American Car in 1909.** Frank E. Butts Collection. **Originally a Davenport streetcar, 5 was one of three cars rebuilt for interurban service at Mason City. This car is at Emery on June 9, 1935.** Robert V. Mehlenbeck photo.



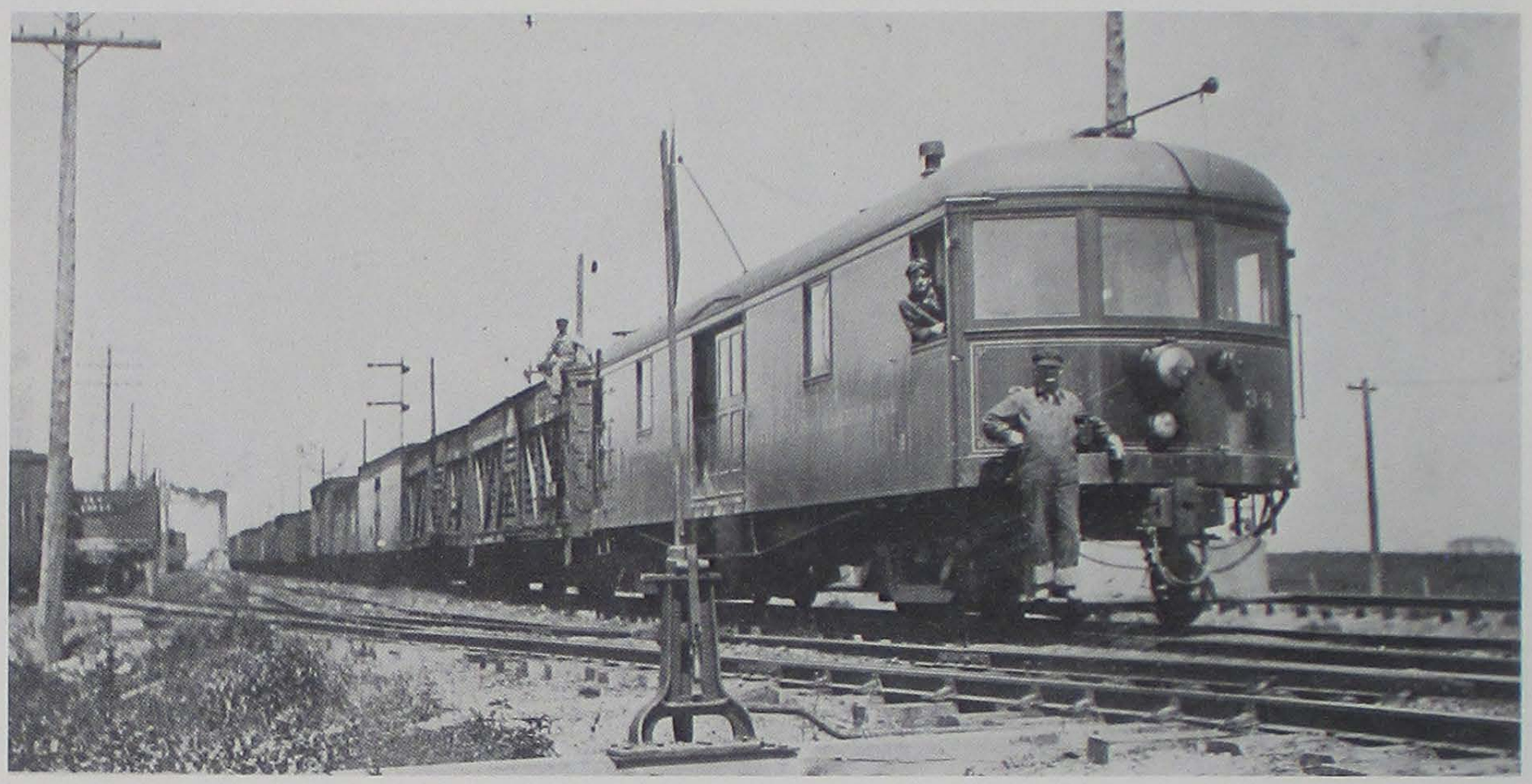


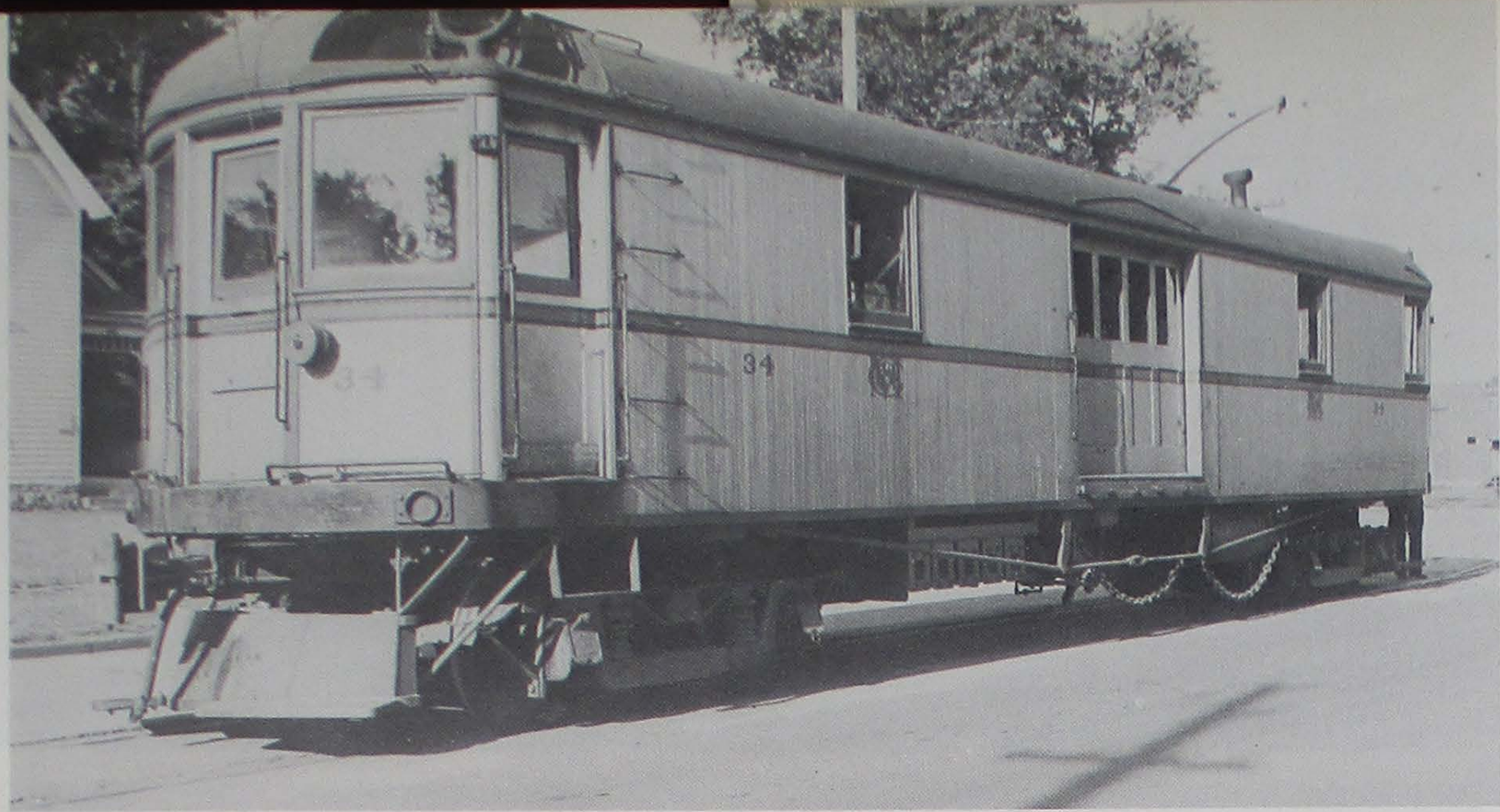
Between 1923 and 1936, 6 and her two sisters provided the interurban service between Mason City and Clear Lake. 6 is in Clear Lake on June 9, 1935. William C. Janssen photo. **Streetcar service in Iowa was not complete unless there were Birneys on the property. The MC & CL was not to be denied as it had five Birneys on its roster. Car 37 is on the Highland line in the late 1920's.** Edwin E. Allen Collection. **On June 9, 1935, 39 passes the Court House in Mason City.** Robert V. Mehlenbeck photo from Frank E. Butts.

In a somewhat rural setting, 41 is on the "loop" at the north end of the Federal Street line in the late 1920's. Edwin E. Allen Collection. **Express service was provided from inception. 3 is a classic example of an express trailer built in the 1890's. Known as the "Pig", 4 was the express motor, also used to haul passenger trailers. Both photos were taken at the Pullman plant in 1897.** George Krambles Collection.

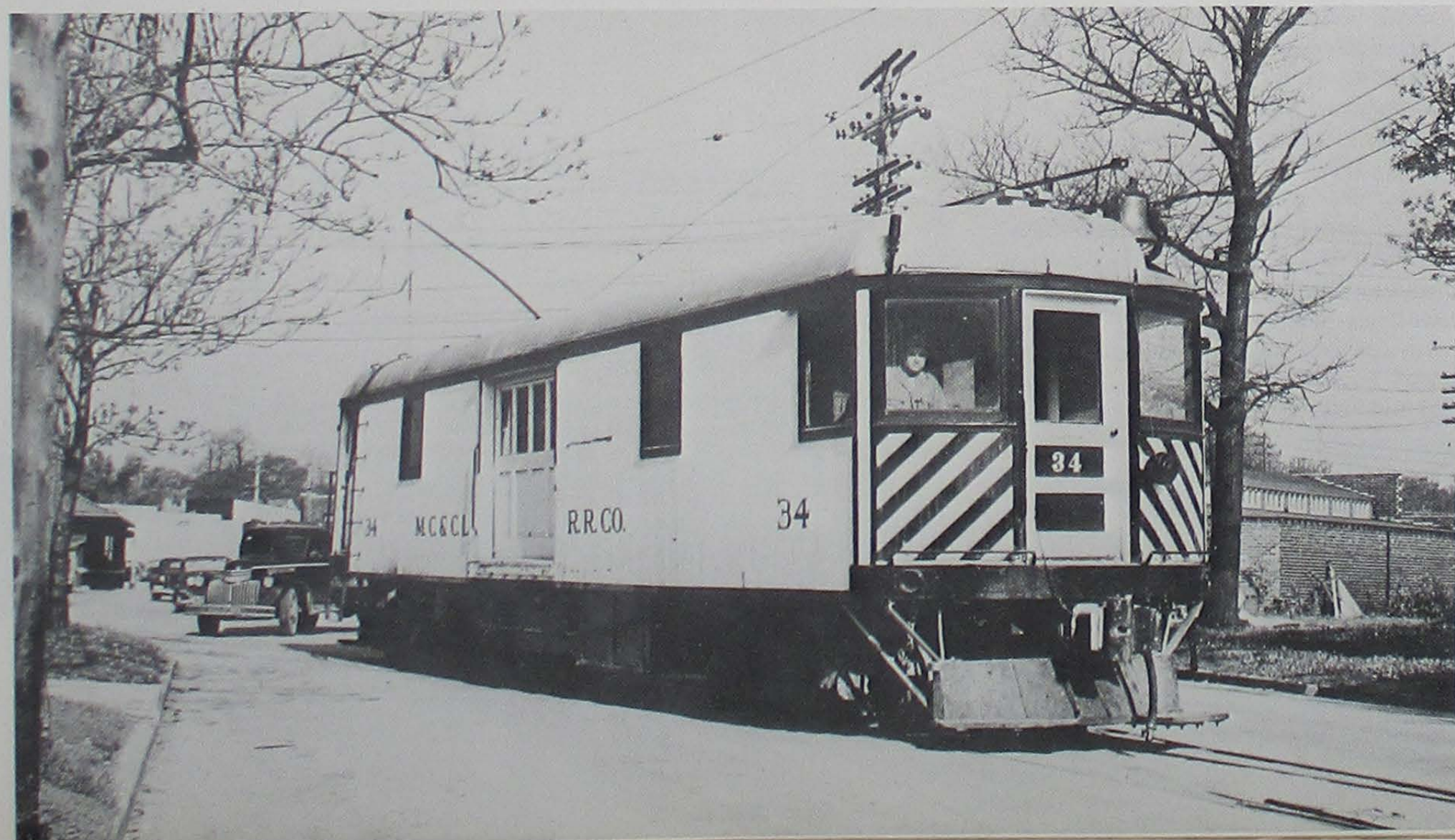


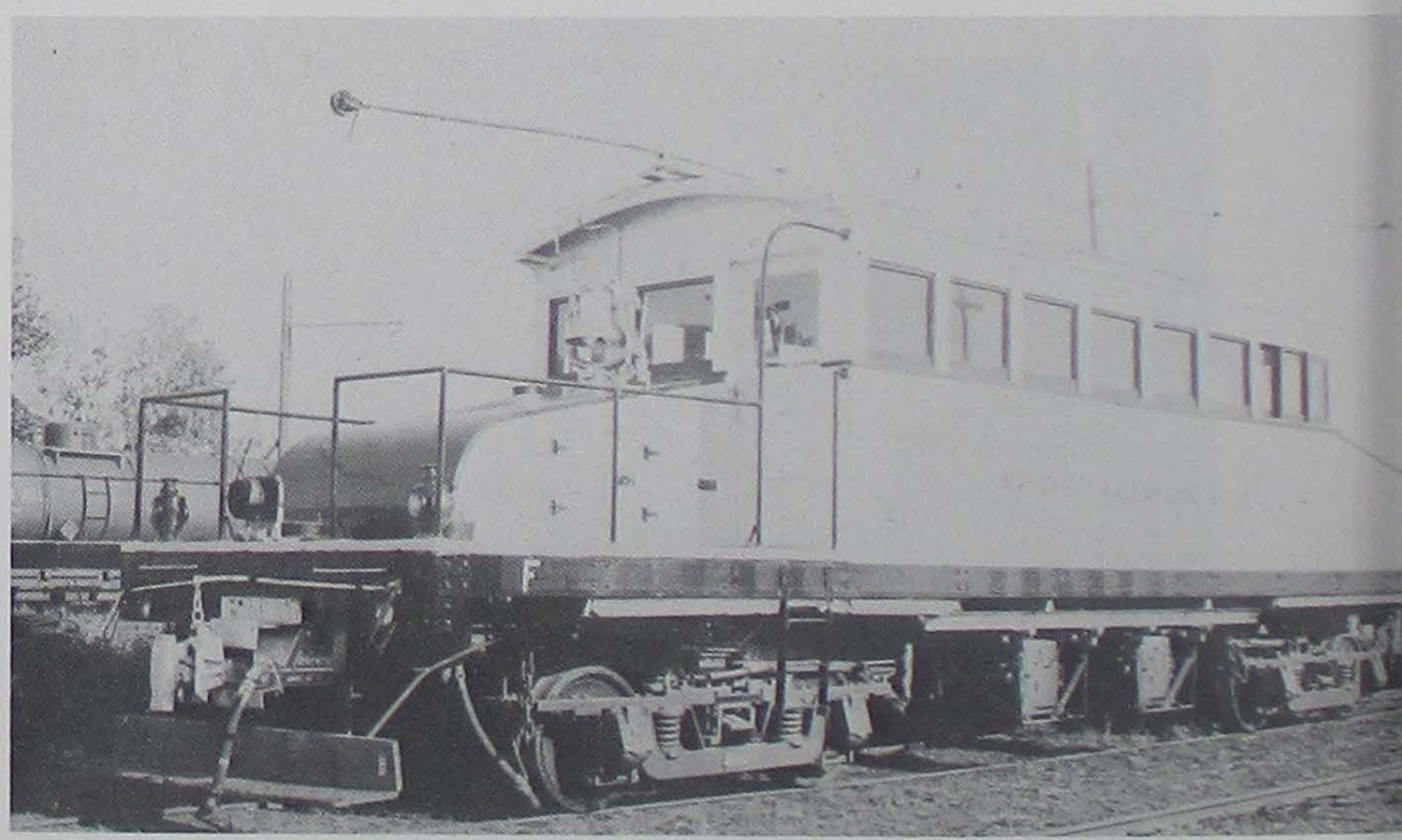
The perils of operating a single truck car is documented by this view in 1911. The backbone of the freight service was 34. Nominally an express car, in reality it was a locomotive. In 1912, it is pulling an incredible length train at Clear Lake Junction. Both photos Wendell J. Dillinger Collection. **In 1928, 34 is part of a parade with three cars of locally grown vegetables in Clear Lake.** Wright Studio photo from J. Siesseger.





In 1935, 34 was running light in Clear Lake. Robert V. Mehlenbeck photo. **Despite the presence of locomotives on the property 34 has another lengthy string of cars on its coupler. 34 is switching on Main Street, Clear Lake in September, 1940.** Malcolm D. McCarter Collection. **Nearing its final years of service, 34 is again in Clear Lake on May 31, 1947.** Gordon E. Lloyd photo.





The company had another one of those virtual one-of-a-kind freight locomotive rosters. The first real locomotive was 3. This locomotive came from Davenport in 1919. It is shown here in Mason City on July 2, 1941. Malcolm D. McCarter Collection. **50 was another "boomer" which came to Iowa from Oklahoma. On April 13, 1957 the locomotive was switching in Clear Lake.** R.M. Billings photo. **Number 3's cab burned in 1947 and the locomotive was rebuilt. It emerged from the shops later in 1947 as 51.** Robert J. Levis Collection.

The most travelled locomotives on the property were two Baldwin motors which served in Ohio and Kansas before coming to Iowa in 1948. Top: 52 is at Mason City on June 3, 1956. Robert J. Levis Collection. **Middle: The same locomotive has a modest train in tow at Clear Lake Junction.** Malcolm D. McCarter Collection. **Bottom: In the closing days of the MC&CL, 52 is switching in Clear Lake in 1961.** Robert W. Gibson photo.

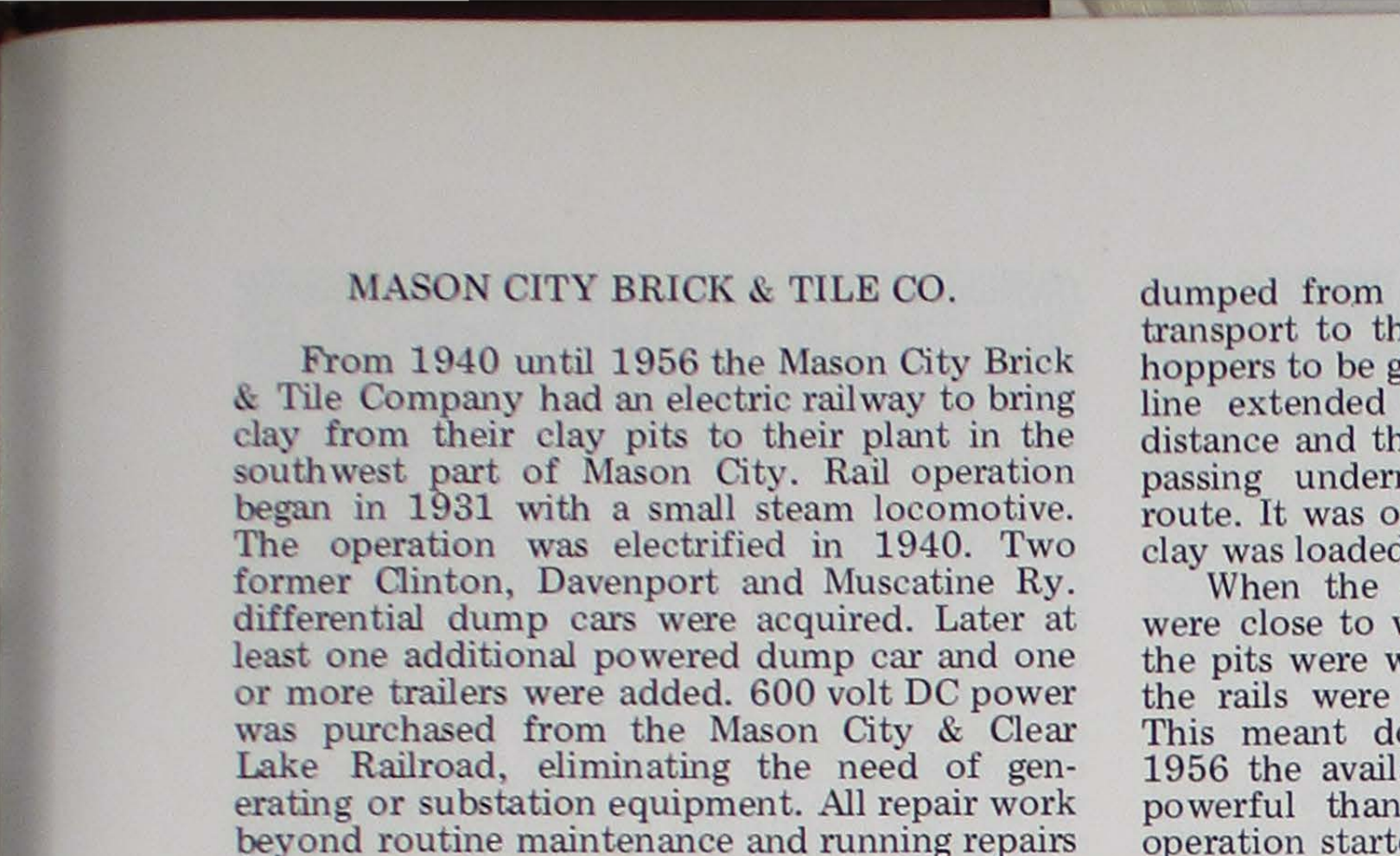
On April 7, 1955, 53 is switching near the Mason City Brick & Tile Co. William D. Middleton photo. **Diminutive linecar 105 was built in the company shops in the 1920's. Approximately 30 years later the car is trundling down Main Street, Clear Lake.** Robert J. Levis Collection. **The company had a habit of storing unused equipment for years. Car 6 was stored for eleven years before it was cut down and rebuilt as work motor 107. The track gang was replacing a frog near Mason City on April 7, 1955.** William D. Middleton photo.

MASON CITY BRICK & TILE CO.

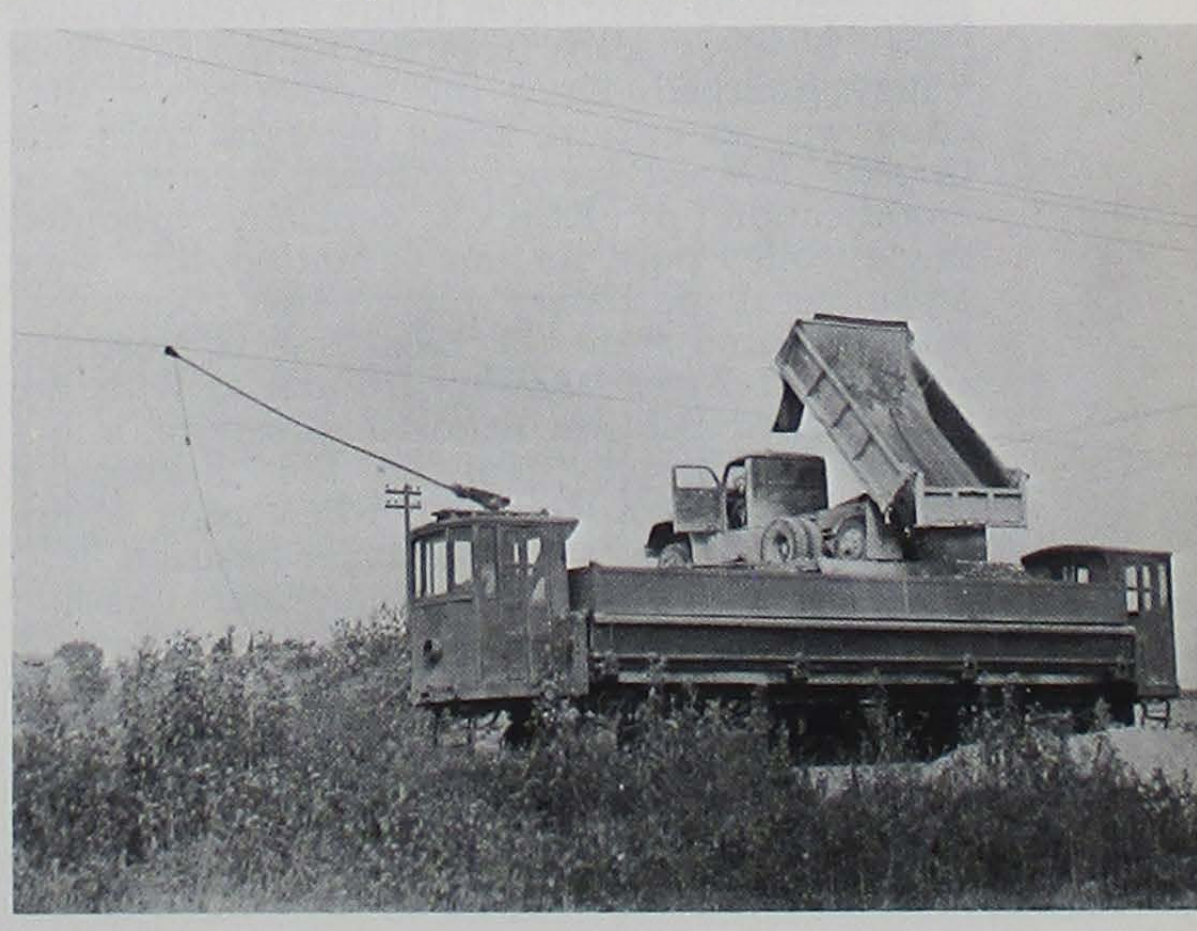
From 1940 until 1956 the Mason City Brick & Tile Company had an electric railway to bring clay from their clay pits to their plant in the southwest part of Mason City. Rail operation began in 1931 with a small steam locomotive. The operation was electrified in 1940. Two former Clinton, Davenport and Muscatine Ry. differential dump cars were acquired. Later at least one additional powered dump car and one or more trailers were added. 600 volt DC power was purchased from the Mason City & Clear Lake Railroad, eliminating the need of generating or substation equipment. All repair work beyond routine maintenance and running repairs was handled by the MC&CL Emery shops.

The clay was loaded into trucks as it was extracted from the ground at the pits. It was dumped from the trucks into the rail cars for transport to the main plant. There it went into hoppers to be ground and further processed. The line extended west from the plant for some distance and then swung north for about a mile, passing underneath the Milwaukee Road en route. It was on the northern extension that the clay was loaded in later years.

When the operation was started the tracks were close to where the clay was being dug. As the pits were worked out and new ones started, the rails were not extended to the new sites. This meant double handling of the clay. By 1956 the available trucks were larger and more powerful than those of the 1930's when the operation started. New trucks were purchased to haul directly from the pit to the plant. As a result the rail operation was discontinued, track torn out and the equipment scrapped.



Operation of the differential dump motors at Mason City were photographed on May 30, 1947. All photos Gordon E. Lloyd.



IOWA TERMINAL RAILROAD

In 1960 Harold C. Boyer of Detroit, Michigan formed the Iowa Terminal Railroad to acquire the assets of the Mason City & Clear Lake Railroad. An agreement between the two companies was reached on December 16, 1960. Transfer of ownership did not occur until June 30, 1961 when approval from the Interstate Commerce Commission was finally obtained. Shortly thereafter the former MC&CL equipment carried the new herald.

Motive power consisted of four electric locomotives: two Baldwin-Westinghouse class "D" steeplecabs (52-53), a locomotive built by the Oklahoma Railway (50), and a homemade wooden steeplecab (51). There was also a single-truck line car (105), a sweeper (102) and a work car (107) which was rebuilt from a MC&CL passenger car. Early in 1962 motive power problems developed. The work car failed and the wooden steeplecab was assigned to maintenance-of-way. The ex-Oklahoma Railway engine suffered a broken truck. No spare parts were available, but attempts were made to repair it by welding. As this was not successful, the unit was withdrawn from service.

During 1962 Edwin E. Allen joined the railroad as master mechanic. Ed, more than anyone, personified the Iowa Terminal to railfans during his twelve years on the property. Under his guidance, maintenance problems started to come under control. However, the winter of 1962-63 was particularly severe. While plowing snow one of the Baldwins burned out a traction motor. The engine was withdrawn from service due to the lack of a spare motor. Matters became critical when the other Baldwin also burned out a motor. One Baldwin was cannibalized to keep its mate, the road's only operating locomotive, in service.

To ease the motive power shortage, other second-hand locomotives were purchased. The first additions were three Baldwin-Westinghouse class "B" steeplecabs from the Kansas City-Kaw Valley Railroad. Since the motive power situation was so critical, these veterans from the Crandic entered service without repainting or modification of KCKV's centrally mounted single trolley pole. As time permitted, they were repainted at the Emery shops. Other "boomers" were acquired from the Lake Erie & Northern and Grand River Railway in Canada. With the cannibalized Baldwin restored to service, a motive power surplus replaced the shortage, a desirable situation to be in when using equipment for which spare parts acquisition is a problem. In addition, three former Chicago, North Shore & Milwaukee Railway merchandise dispatch box motor cars were acquired for use as work cars.

Control of the Charles City Western Railway was sought during 1963 and possession of the property was taken on December 31, 1963. The company now had two divisions, the Mason City Division and the Charles City Division. During April, 1964 the westernmost portion of the Mason City Division was abandoned between Clear Lake Depot and the point where the line branched south to serve the Clear Lake Industrial Park.

Serious consideration was given to two extensions. One would have enabled the Mason City Division to serve the Northwestern States Portland Cement Company directly (rather than via the C&NW). This would also have opened the way for Iowa Terminal to serve future industries on the northwest side of Mason City. Trackage of the Mason City Brick and Tile Company would have been utilized north to highway 18 and tracks owned by the cement company would have been used from highway 18 to the cement plant. The plan apparently fell through due to the inability of the Iowa Terminal to secure permission to cross US route 18.

A bold plan was advanced by Harold Boyer to connect the Mason City and Charles City Divisions. Surveys were made of the proposed route, which would have utilized a short stretch of existing Charles City trackage west to Rockford. A new interchange with the Rock Island would have been constructed at Rockford and trackage to Marble Rock would have been abandoned. The new trackage would have been electrified. The equipment from the Nechuta, Racine and Kenosha substations was purchased from the Chicago, North Shore & Milwaukee for the project. The death of Harold Boyer caused the proposal to be dropped, but it is interesting to speculate whether the project might have been attempted had he lived. The Nechuta substation equipment was a mercury-arc rectifier which was installed in March 1947. Rotary converters were in the Racine and Kenosha substations. Of this equipment only the switchboard from the Nechuta was used. The remaining equipment was scrapped.

In the spring of 1967 the franchise allowing the use of city streets in Clear Lake expired. By that time the only trackage in service was the first half mile on Main Avenue which was used to serve the Clear Lake Industrial Park. For several years consideration was given to building a 6 block long access track on private right-of-way. However, the amount of traffic generated in relation to the cost of the project made such discussions moot.

Removal of trackage in Clear Lake was done by the Iowa Terminal in the 1960's despite most of the trackage being out-of-service for years. In 1931, service beyond White Pier to the Oaks Hotel was terminated. Service beyond the Clear Lake Depot, through the Business District and the Wye, to the ice loading area and White Pier was suspended in 1947. All of this trackage was removed in 1967. Trackage in the depot area was removed in October, 1963 at the time the trolley wire was removed through the Business District. The half mile of trackage in Main Avenue beyond the Industrial Park switch was

removed in 1964. The Main Avenue trackage was 100 lb. welded rail. Late in 1967 the remaining half mile of Main Avenue trackage and the Industrial Park trackage was removed. The final vestige in Clear Lake was removed in 1968 when the 300 kw Corliss power plant was dismantled.

Operation of the line continued relatively uneventfully until Thanksgiving Day, 1967. A fire started in a lumber yard adjacent to Emery Shops. Burning unobserved, it spread to destroy the shops and its contents, including the line's substation. Rolling stock lost included the line car (1), a work car (31), a locomotive (52) and ex-Waterloo Cedar Falls & Northern car 100, which had survived the disastrous 1954 fire at Waterloo. Car 100, rebuilt shortly before the fire, had been acquired from the Iowa Railway Historical Museum late in 1966, following the termination of electric operation on the Southern Iowa Railway at Centerville. A crisis resulted from the ruin of the shop and the machinery inside. Most critical was the loss of a large stock of parts and two rotary converters. Trolley parts for these old cars are almost unobtainable.

After assessing the situation, the plucky ITR staff decided to retain electric operation. Power could be provided through use of a small rotary converter, heretofore the standby unit. Housed in a separate room attached to the shop building, this unit had been spared by the fire. A Rock Island diesel, number 1004, was rented, pending resumption of electric operation. The electric locomotives were serviced in the Milwaukee Road roundhouse at Mason City until the new shop was completed.

Ground was broken for a new steel shop building at Emery on June 28, 1968. Spare parts were acquired from every possible source. The locomotive from the Iowa Electric Light & Power Company's Cedar Rapids powerhouse was purchased and brought to Emery where in order to keep the rest of the fleet operating, it was stripped for parts and scrapped. Former Southern Iowa locomotive #400 was purchased, completely rebuilt at Emery, and placed in service. One of the ex-North Shore box motor cars (234), brought back from Charles City and rebuilt as number 33, replaced the work and line cars lost in the fire. North Shore Line 239 was cannibalized to rebuild 234. Ex-North Shore Line coach number 727 was acquired to replace car 100 as the inspection car. The car was shipped from the Iowa Railway Historical Museum at Centerville on a flat car. It arrived, in good order, at Emery on April 29, 1968. The car operated to Clear Lake and back immediately after being unloaded on May 2. On September 12, 1968, the first equipment to enter the new shop was ITR 102 (Ex-North Shore 727), which coasted into the building. Trolley wire was installed subsequently. Protection from the elements was again afforded to shop personnel and equipment.

Dieselization of the Charles City division also occurred that spring. On May 15, 1968 a severe tornado struck the Charles City area, dropping some of the trolley wire. The office building was damaged and the wooden freight house was destroyed. Charles City suffered greatly. Many buildings were destroyed and millions of dollars of damage were incurred. This situation was complicated by the Iowa Public Service Company's decision to close their Charles City powerhouse during the coming fall. The utility planned to build a small installation along the Marble Rock line near Highway 218. Intending to maintain electrified operations, Iowa Terminal planned to use the mercury-arc rectifier purchased from the North Shore Line. In the end; however, the decision was to dieselize as this had effectively been accomplished.

After dieselization the electric locomotives were transferred to Mason City. The Colwell line had been abandoned in 1965, except for the 2.6 mile stub to Waller. By 1974 the only trackage in regular operation is three sides of the freight belt around Charles City. An embargo was placed on the entire Marble Rock line between Sherman Junction on the Belt Line and Marble Rock. This embargo was the result of handling freight cars which were too heavy for the deteriorated cedar ties on the line. The track is in place but has not been operated since March 1973. Former CCW 50, now ITR 101, was used as the inspection car and, in 1974 remained in storage at Charles City.

For many years, coal was the principal source of revenue at Mason City and raw materials for the Oliver Farm Equipment Company were of similar importance at Charles City. Other important commodities on the Mason City Division were tile, butter, powdered milk, and gasoline, while grain and ingredients for poultry remedies were also important at Charles City. During the latter 1960's, the coal business fell off steadily as the local Mason City firms switched to gas. Following Mr. Boyer's untimely death the company began losing money. In 1969 Wendell Dillinger was hired as President to see if this trend could be reversed.

A track rehabilitation program was begun in the fall of 1969. New industries were afraid to locate on the Mason City Division due to the precarious appearance of the track (two rails through weeds over rotted ties) and the constant rumors of the line's early demise. Previously track work had consisted of installing 200 to 300 used ties per year. Thereafter approximately 2,000 ties were installed annually. Tie plates were used for the first time. Ballast was renewed in many places. The first results of this program were the location of a sizeable ammonia terminal facility at Emery and a plastic pipe manufacturer. The ammonia, shipped in jumbo tank cars has proven to be both a blessing and a curse. The revenue is badly needed, but the jumbo tank cars are so hard on the track and roadbed that considerable repair expense results.

Another blow occurred to the Iowa Terminal's financial condition when the Oliver Farm Equipment Company shut down its operations for six months in 1970 during a slump in the farm economy. A great number of economy measures had to be instituted to survive this situation. Radio dispatching was instituted, enabling reduction in the number of train crews, track maintenance procedures were made more efficient, and a simplified accounting system permitted reduction in administrative personnel. By the summer of 1971 the company was again showing a profit, even though tie replacement was at an all time high. Track rehabilitation from the Rock Island Interchange at Clear Lake Junction to Emery was completed and two additional new industries located on the line.

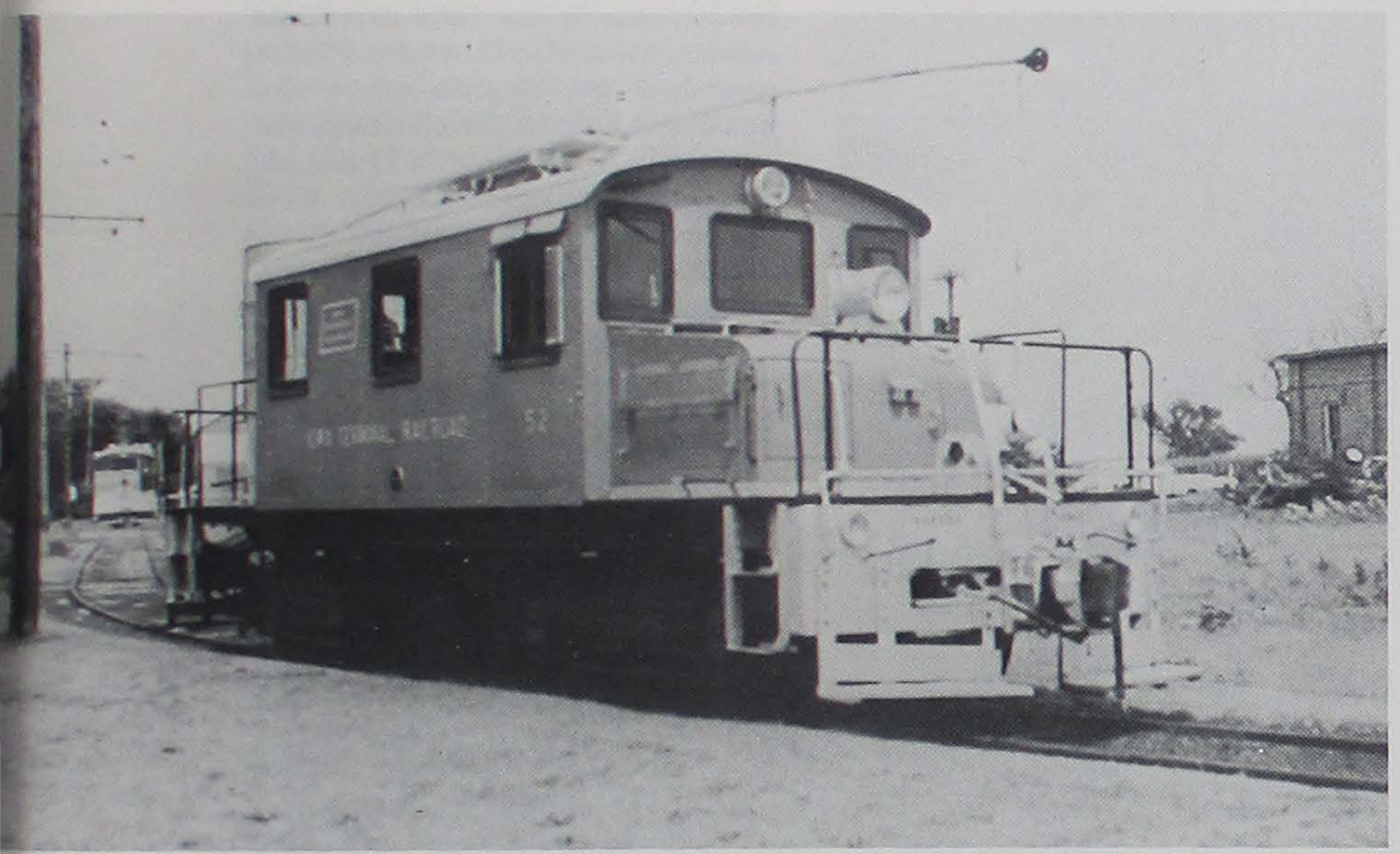
In November 1972 a bearing burned out on the rotary converter at Emery and no power was available for a few weeks while repairs were made. A Charles City Division diesel (65), was utilized. While the burned-out bearing was replaced, it became increasingly evident that relying on this small converter included a considerable risk. A silicon-diode rectifier system had been purchased in 1968 but not installed until late 1973. In this installation is the switchboard panel from the North Shore Line's Nechuta substation. This system entered service on January 28, 1974. The aging rotary converter returned to its traditional role as the standby unit.

In the fall of 1961, 50 is switching cars for her new owner near Clear Lake. Due to a broken axle, this locomotive did not serve the ITR more than a few months. Edward Wojtas photo. **Previously, locomotive 51 served in Iowa as Crandic 57. This locomotive, which is pictured in Mason City on September 1, 1970, came to the ITR in 1963.** Robert J. Levis photo.

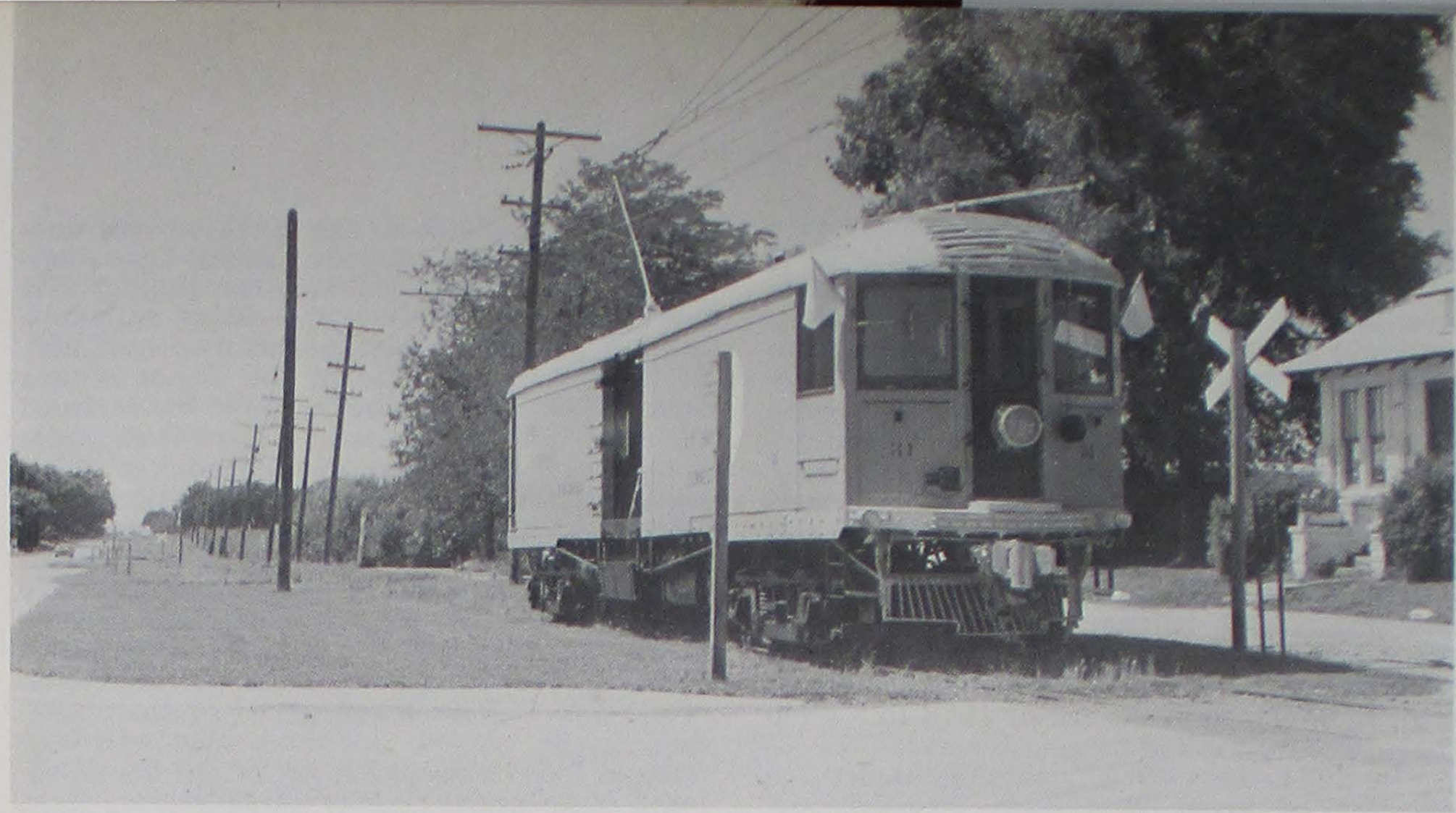
The locomotives purchased in 1963 from the Grand River Railway and the Lake Erie & Northern were never used extensively. Of the five units purchased, only two units, one 60-ton (62) and one 70-ton (70) engine were utilized to any degree. Both units were transferred immediately after repainting to the 1200 volt Charles City Division. The remaining three engines, which weighed 80 tons, were simply too heavy for the track structure and roadbed. Furthermore, the rotary converter could not provide sufficient power for these engines. What little use they saw was in winter when the roadbed was frozen. One of the 80 ton engines (GRR 228) was scrapped, in 1970, without being reconditioned or repainted. The remaining four engines were sold in the fall of 1973 to a scrap dealer who dismantled them at Emery.

In 1974 the railroad continues under the direction of Roger W. Corner, President and General Manager. Prospects for continued electric operation seem guardedly optimistic. Although the Iowa Terminal operates in the black, financially, the Mason City Division still does not meet its share of the expenses. Operations beyond Emery to Clear Lake are limited to a few cars of vegetables. The major shipper, a gasoline distributor, switched to trucks in 1970. In Clear Lake the site of the Depot is now occupied by a food store. A motel has replaced the Oaks Hotel while nearby a gasoline station is in the center of the former loop.

Interurban operations, which started in 1897, have been in continuous electric service longer than any of over 15,000 miles of interurban railways which at one time operated in the United States. The future of the electrified Mason City is not unlike other interurban histories. The owners are dedicated to electric operations. Unless circumstances or the ownership change, electric operation may well continue as long as there is need for the line itself. Iowa, long known for its hardy electric lines, may prove to have the hardiest of them all in the Mason City Division.

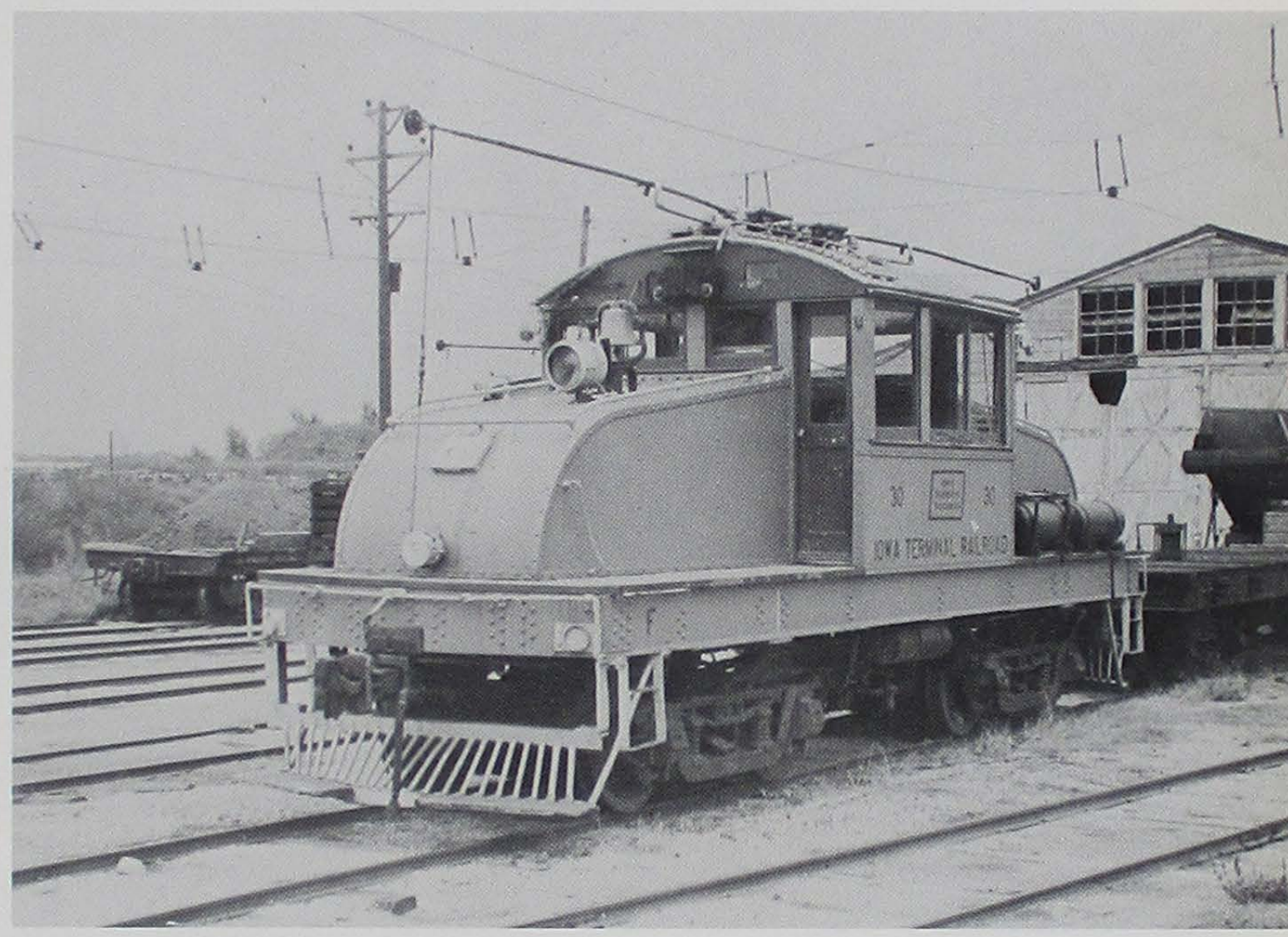


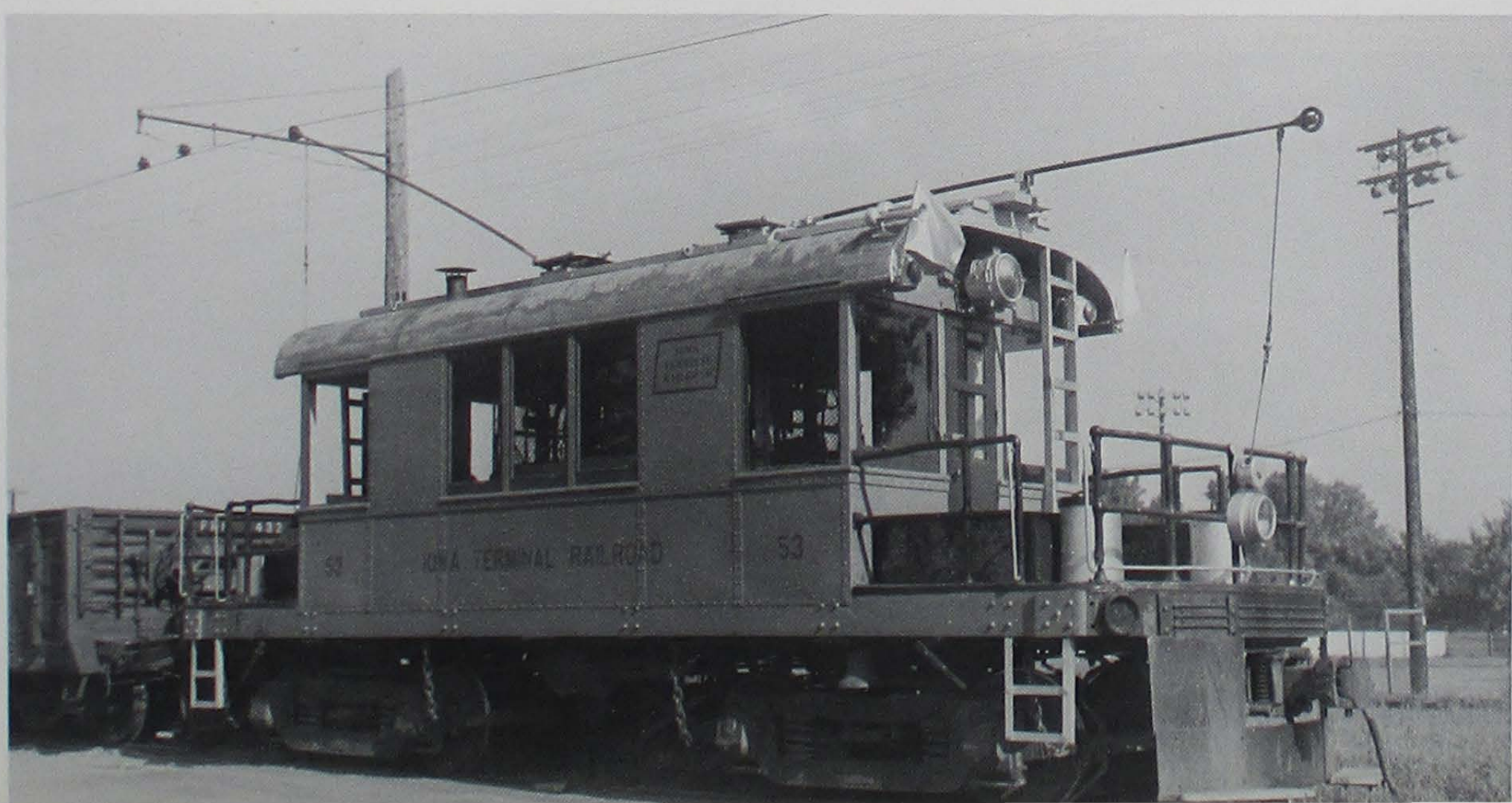
52 was the sister of 51. They both served four railroads including the Crandic and the ITR. On the Crandic, 52 was numbered 56. This locomotive, which was photographed at Emery on August 6, 1967, was destroyed by fire three months later. Ronald D. Sims photo. **The two sisters worked well together. 51 and 52 meet 31 near the Mason City Brick & Tile Company on October 10, 1964. 31 was formerly an express motor on the Chicago, North Shore & Milwaukee.** Stephen D. Maguire Collection.

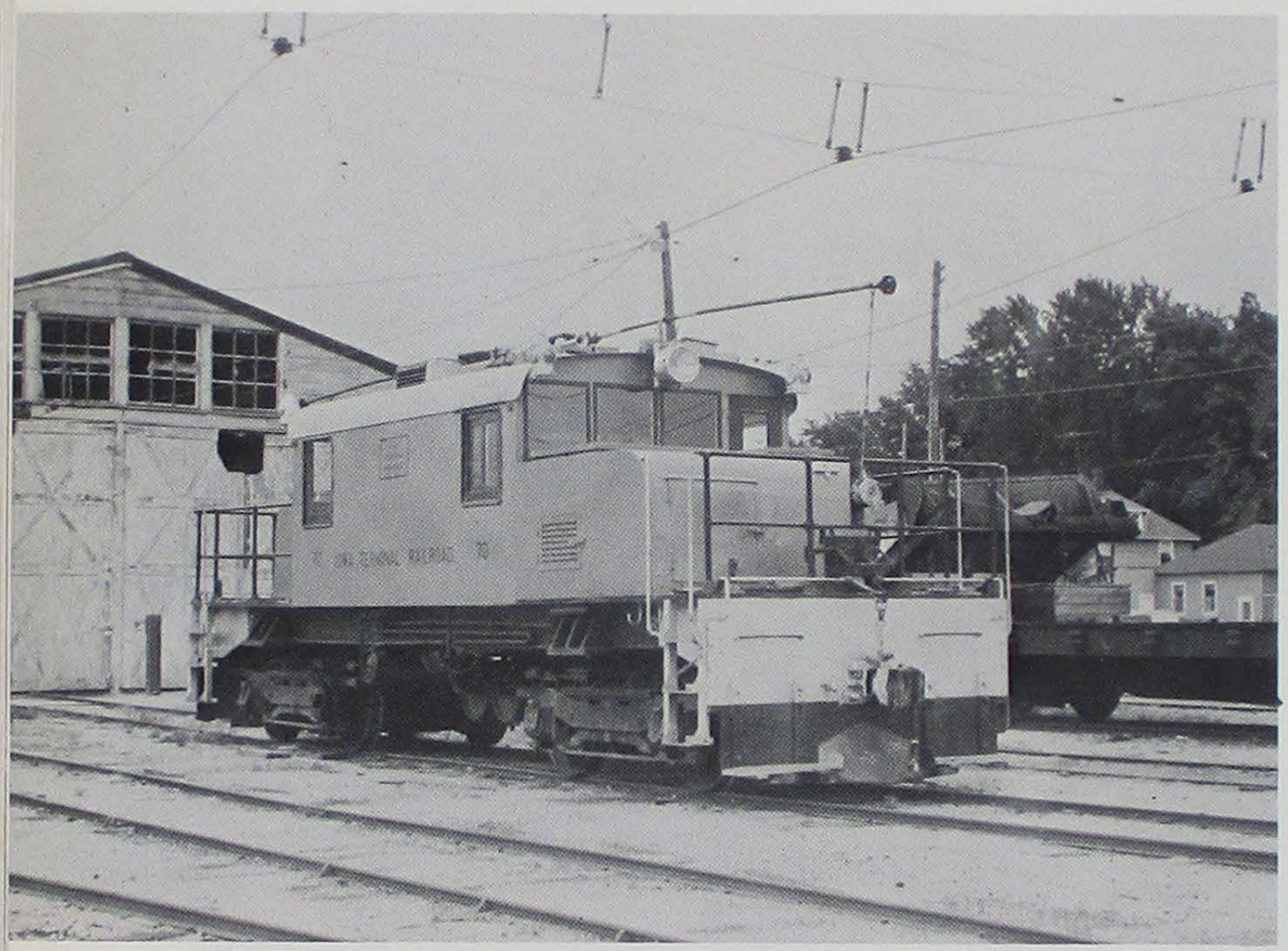


Though built as an express motor, 31 was used as a locomotive by the ITR. By the time this motor reached Iowa it was in its fifth decade of service. Steve Meyers photo. **53 also served on the Crandic where she was numbered 58. From there, the locomotive, together with 51 and 52, went to the Kansas City, Kaw Valley. Still in KCKV paint, 53 is switching at Clear Lake Junction.** William Armstrong photo. **Former Master Mechanic Ed Allen is atop Linecar 1 near Clear Lake. This car was formerly the MC&CL linecar.** Steve Meyers photo.

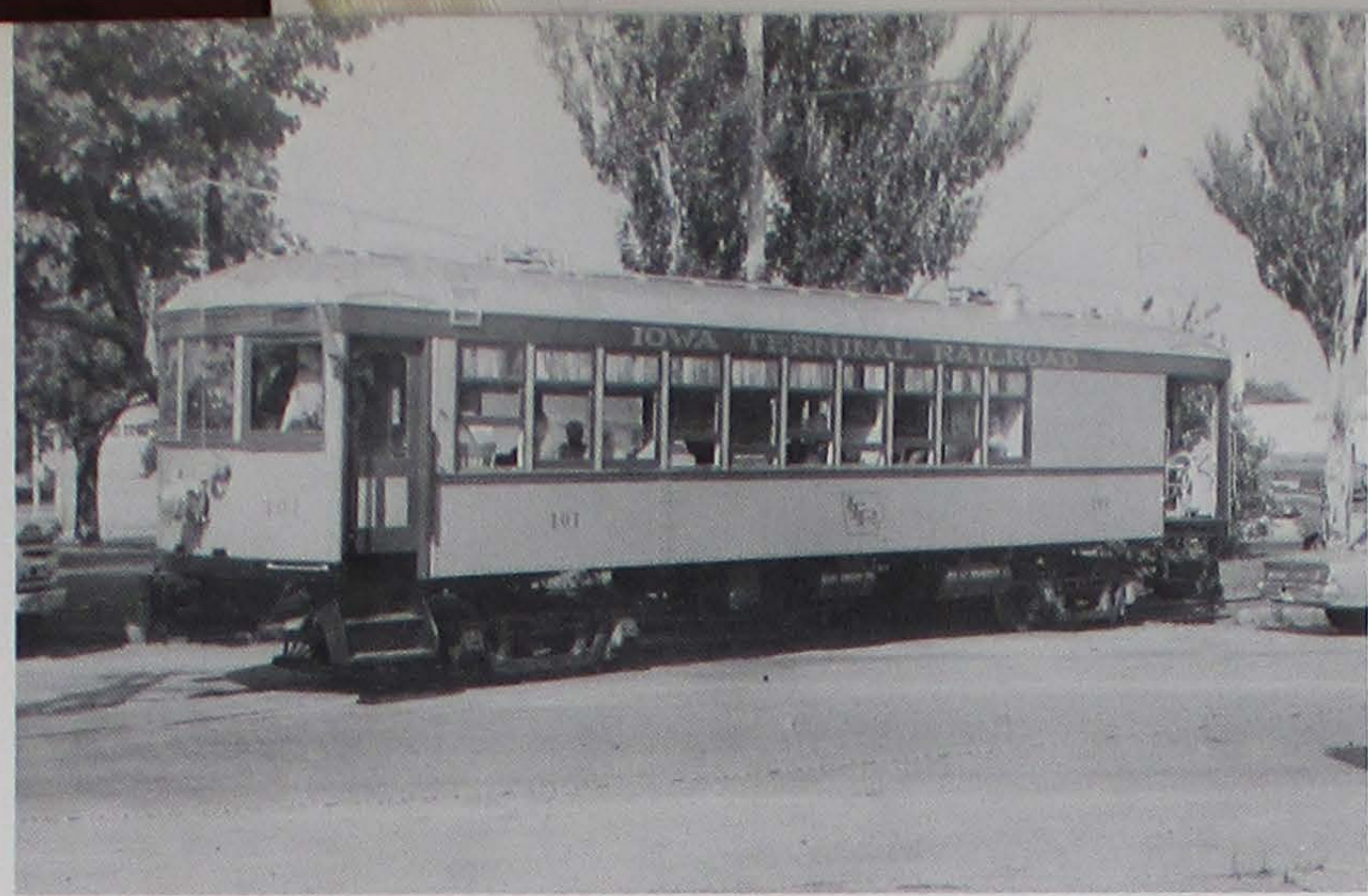
Resplendent in its orange and silver livery, locomotive 50 sits in the sun. This is the second locomotive to be numbered 50 and is the same locomotive that is numbered 53 in the picture on the adjacent page. Robert J. Levis photo. **The surroundings are familiar but the name on the locomotive is different. Former Charles City Western 300 is shown in Iowa Terminal's orange and silver as number 30. This photograph was taken at Charles City on September 8, 1968.** Charles Franzen photo. **Second 53 was 303 on the CCW. This locomotive was originally on the Texas Electric before coming to Iowa in 1949. The locomotive was photographed in Charles City on August 13, 1967.** Robert W. Gibson photo.



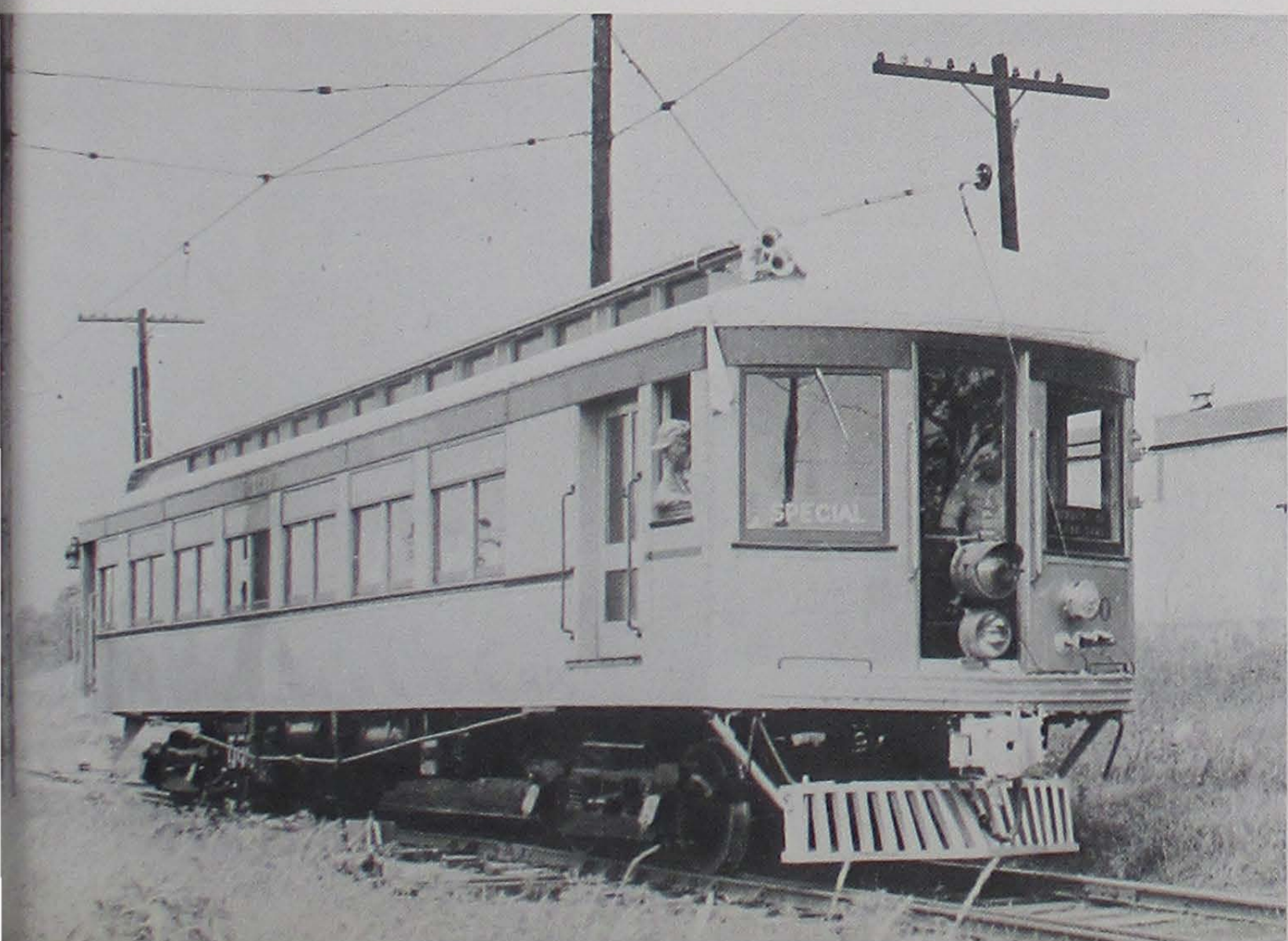




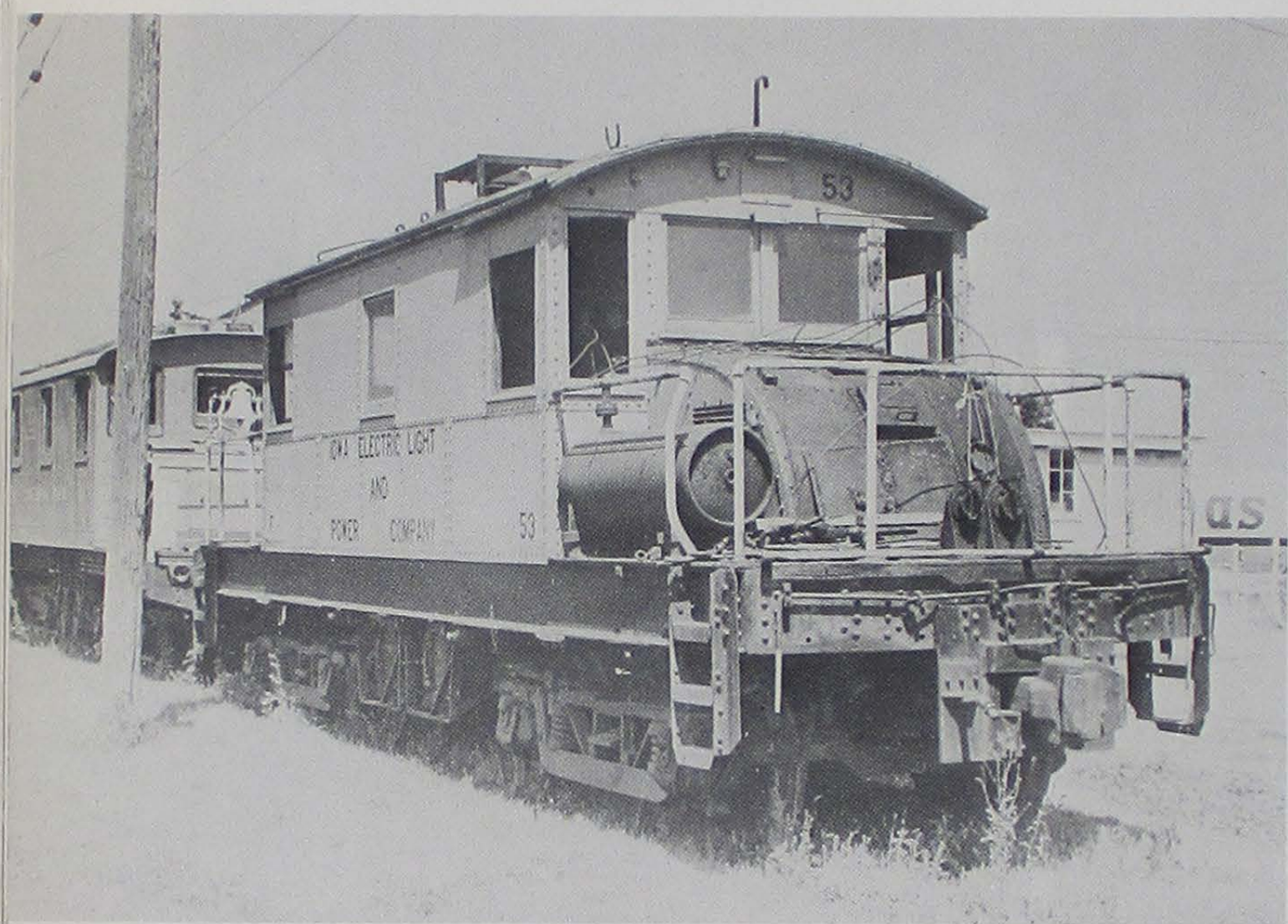
Iowa Terminal assigned road numbers to their locomotives based on weight. The 50 ton locomotives were in the 50 series. This logic was constant for 30, 60, 70 and 80 ton locomotives. 62 was at the Charles City station in June, 1964. This 60 ton locomotive came from Canada. 62 was ideal for the Charles City Division as it was a 1200 volt unit. Unlike the Mason City Division, the Charles City Division trolley wire was maintained at a pressure of 1200 volts. Another Canadian alumna was 70. On September 8, 1968 the loco's service life had come to an end. The trolley wire was not energized and would not come to life again. Both photos Charles Franzen. **Does 101 look familiar? It should, it is Charles City Western 50 in the livery of its new owner. This car was seldom out of the barn. The occasion on August 13, 1967 was a CERA fantrip.** Robert W. Gibson photo.



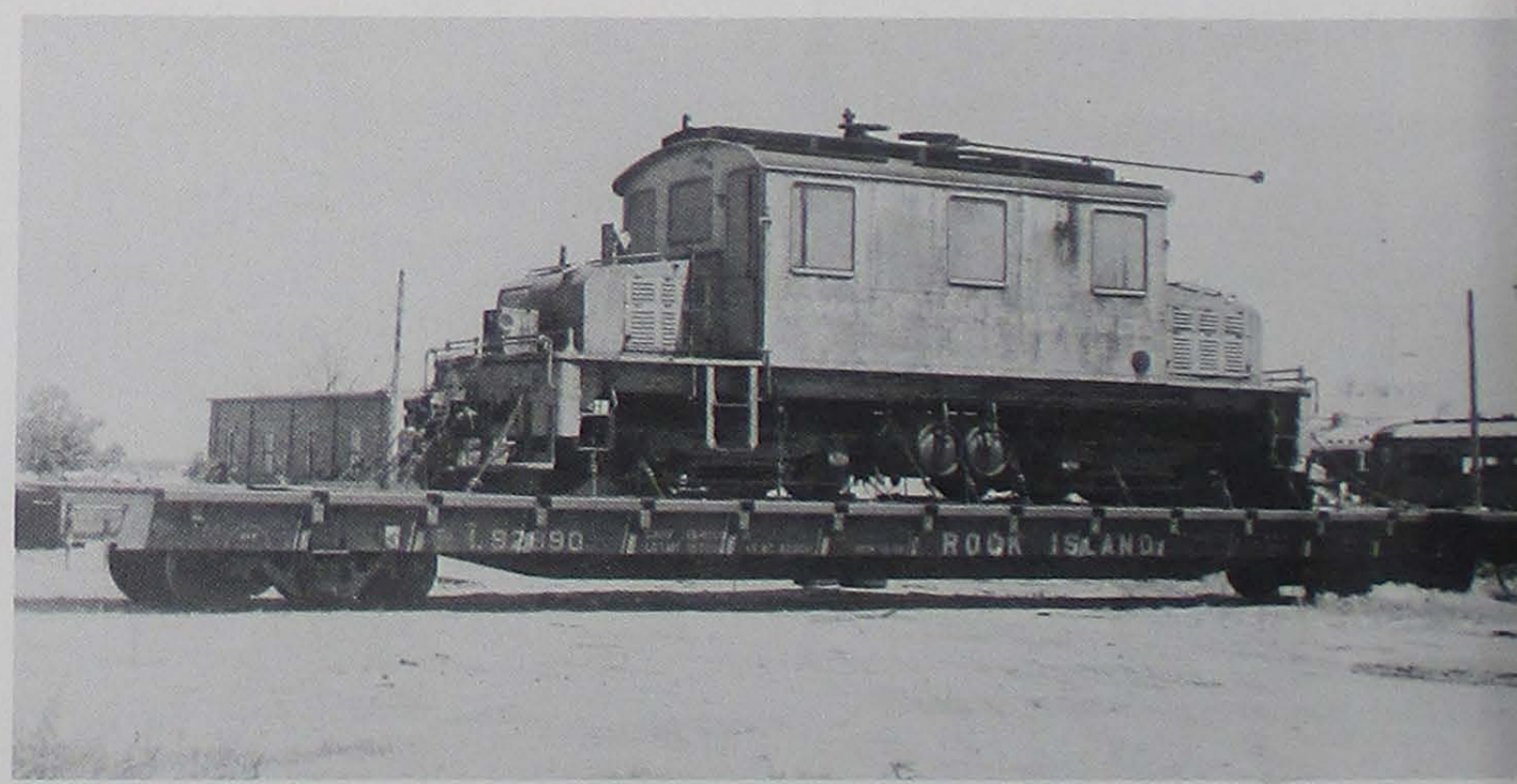
The Iowa Terminal maintained these former interurban cars as inspection cars to show prospective customers industrial development sites. 101 is equipped with a variety of chairs which provide individual seating. Charles Franzen photo. **The Mason City Division also had an inspection car. Car 100 was the sentimental favorite of the fleet of orange, maroon and silver interurban cars.** Robert W. Gibson photo.



100 was well known for its years of service on the Waterloo, Cedar Falls & Northern. This car arrived in Mason City after 10 years of ownership by the Iowa Railway Historical Museum at Centerville. Above: On August 13, 1967, 100 was chartered by CERA for a fantrip. In the course of that trip the representatives of two distinct periods came together. The interurban of the past pulled up to the ubiquitous franchise restaurant of the present. People still recall the day 100 stopped at the Golden Arches of the McDonald's which adjoins the tracks in Mason City. Left: The moistened sides of 100 shine after a summer shower briefly dampened an Iowa Chapter of the NRHS fantrip on August 6, 1967. Ronald D. Sims

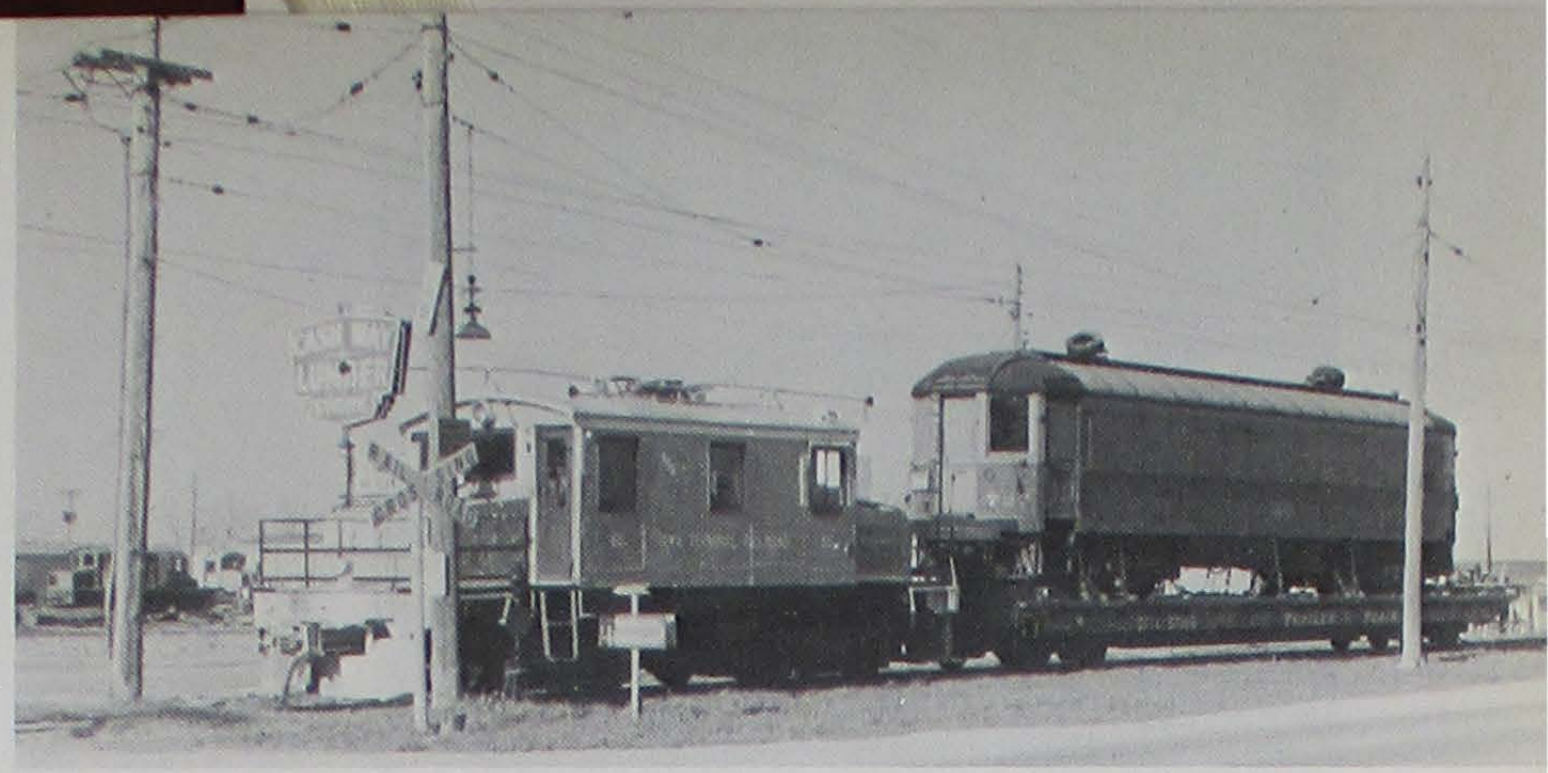


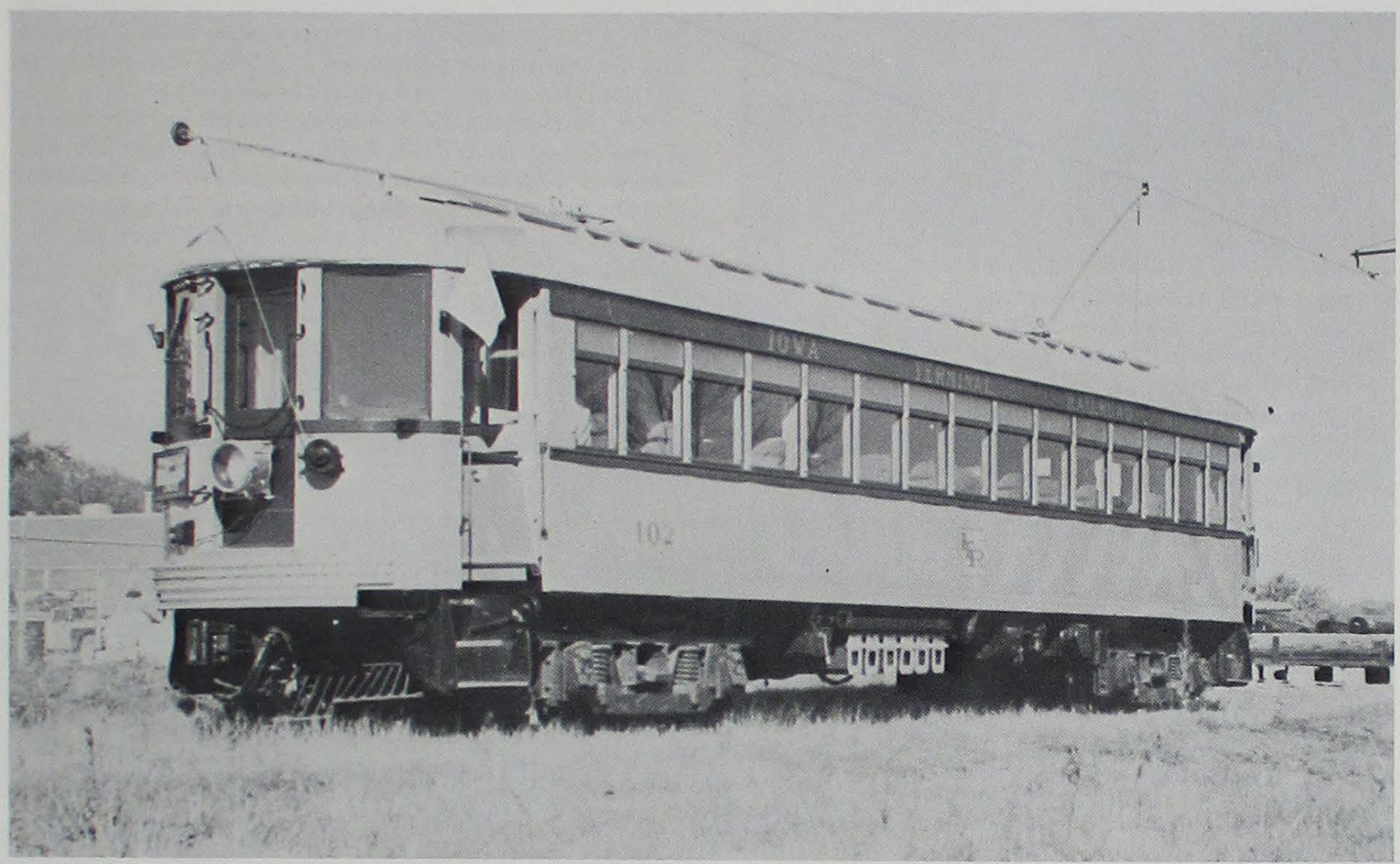
Thanksgiving, 1967 was not a very joyful day at Emery. Some of the results of that fateful conflagration appear on the morning after the fire. On November 24, 1967 the curious examine the remains of linecar 1, locomotive 52 and motor 31. Ronald D. Sims photo. **Still inside the burned out shell of the shop building is the hulk of 100. It seems almost incredible that 100 met its end in a fire. Thirteen years earlier the car was saved from destruction in the disastrous roundhouse fire at Waterloo on October 31, 1954. The 100 was in service on the Iowa Terminal but for a very short time. The restoration of the property began immediately. Most critical was the replacement of spare parts. Much of locomotive 52 was salvaged including the trucks which were placed under locomotive 54.**

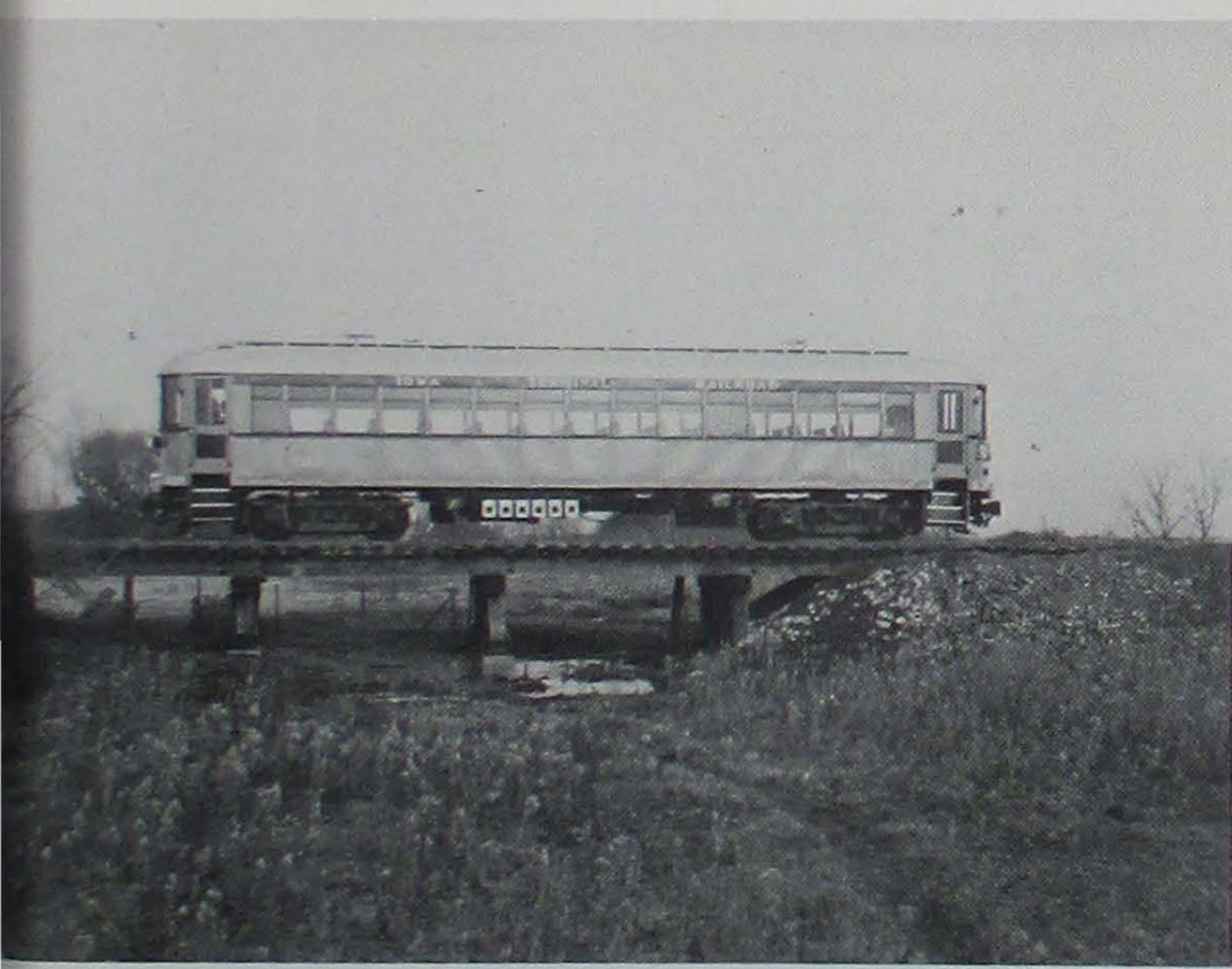


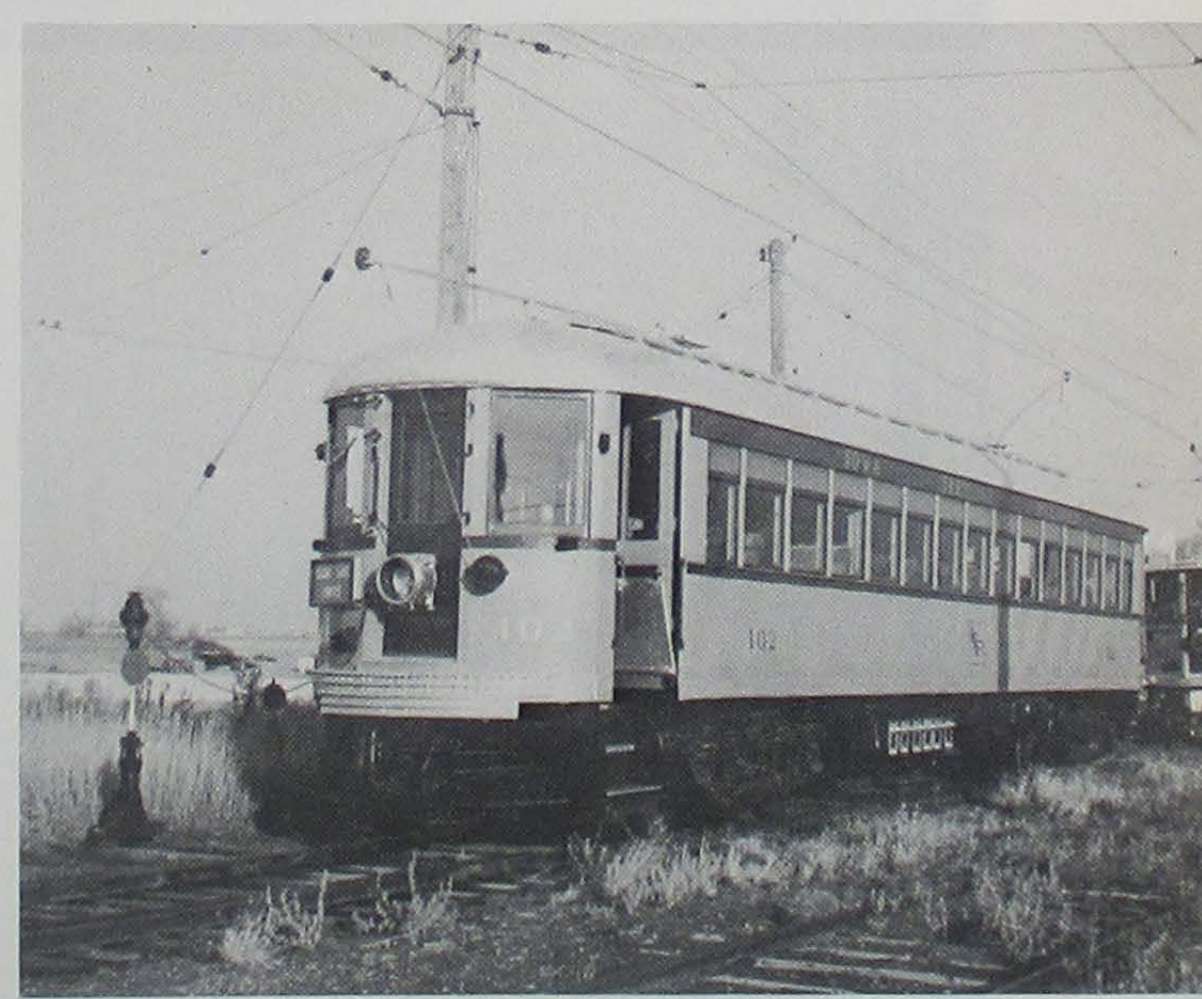
A major element in the spare parts procurement program was the purchase of IEL&P 53. This former Crandic locomotive finished its service life at the Cedar Rapids powerhouse. 53 was hauled to Emery where it was stripped of all usable parts and placed on the storage tracks in front of the Canadian locomotives. It was scrapped after this photograph was taken on August 10, 1969. Ronald D. Sims photo. **The replacement for 52 arrived at Emery Shops on July 1, 1968. Southern Iowa Railway 400 was rebuilt and emerged from the shops as 54.** S. D. Marty photo.

On April 29, 1968 locomotive 60 delivers former Chicago, North Shore & Milwaukee 727 to Emery. S. D. Marty photo. **This car replaced 100 and entered service as 102. The car is pictured in fantrip service on October 18, 1970.** Ronald D. Sims photo. **Bottom: 102 is pictured shortly after its rebulding in 1968.** Both photos Robert J. Levis.

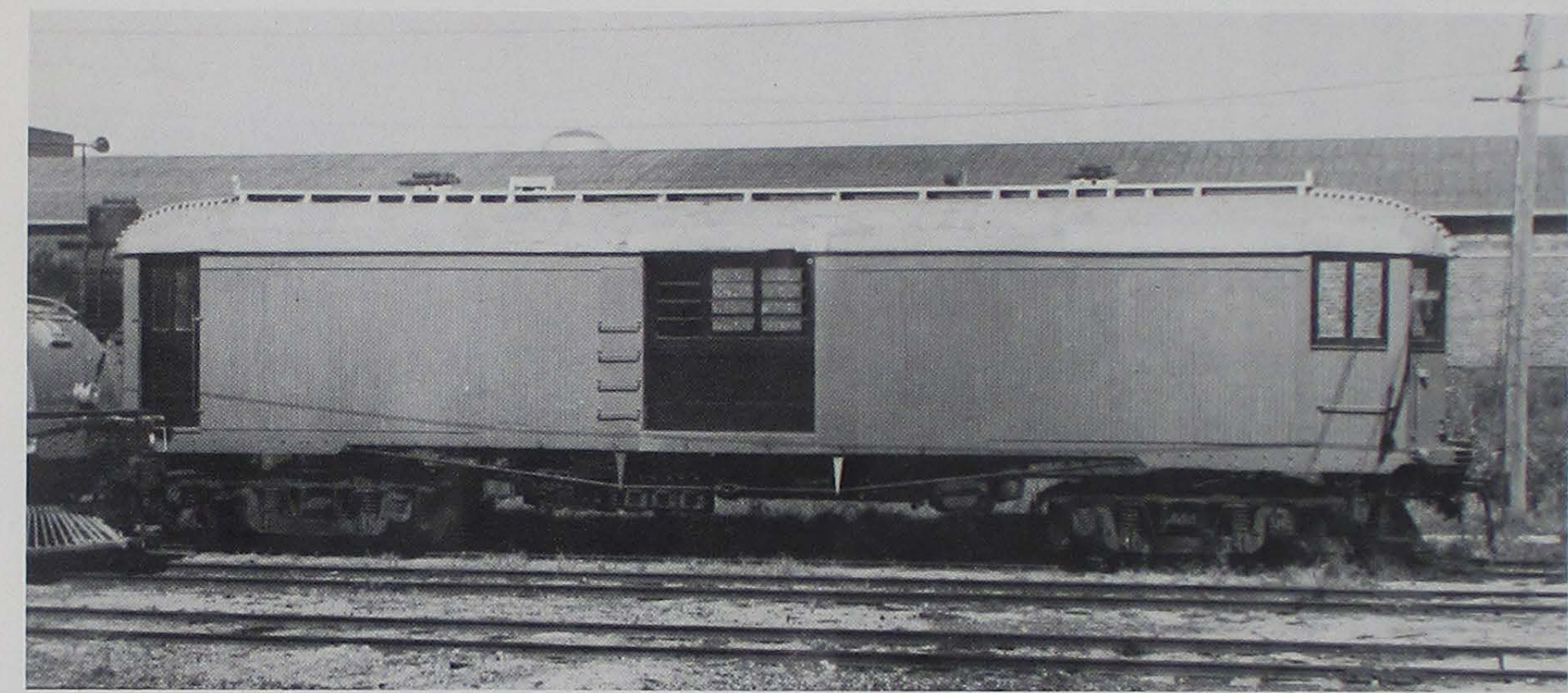


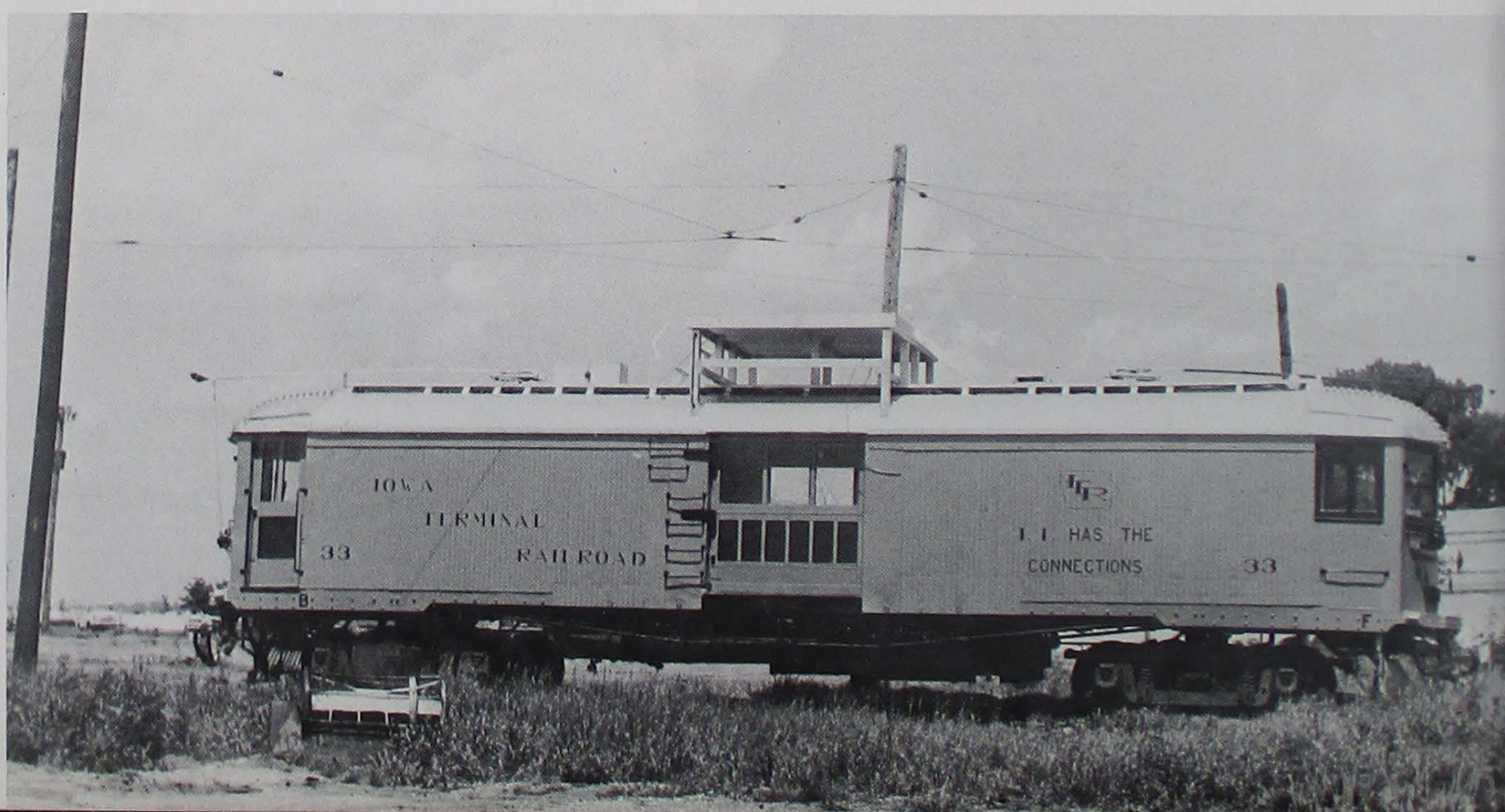


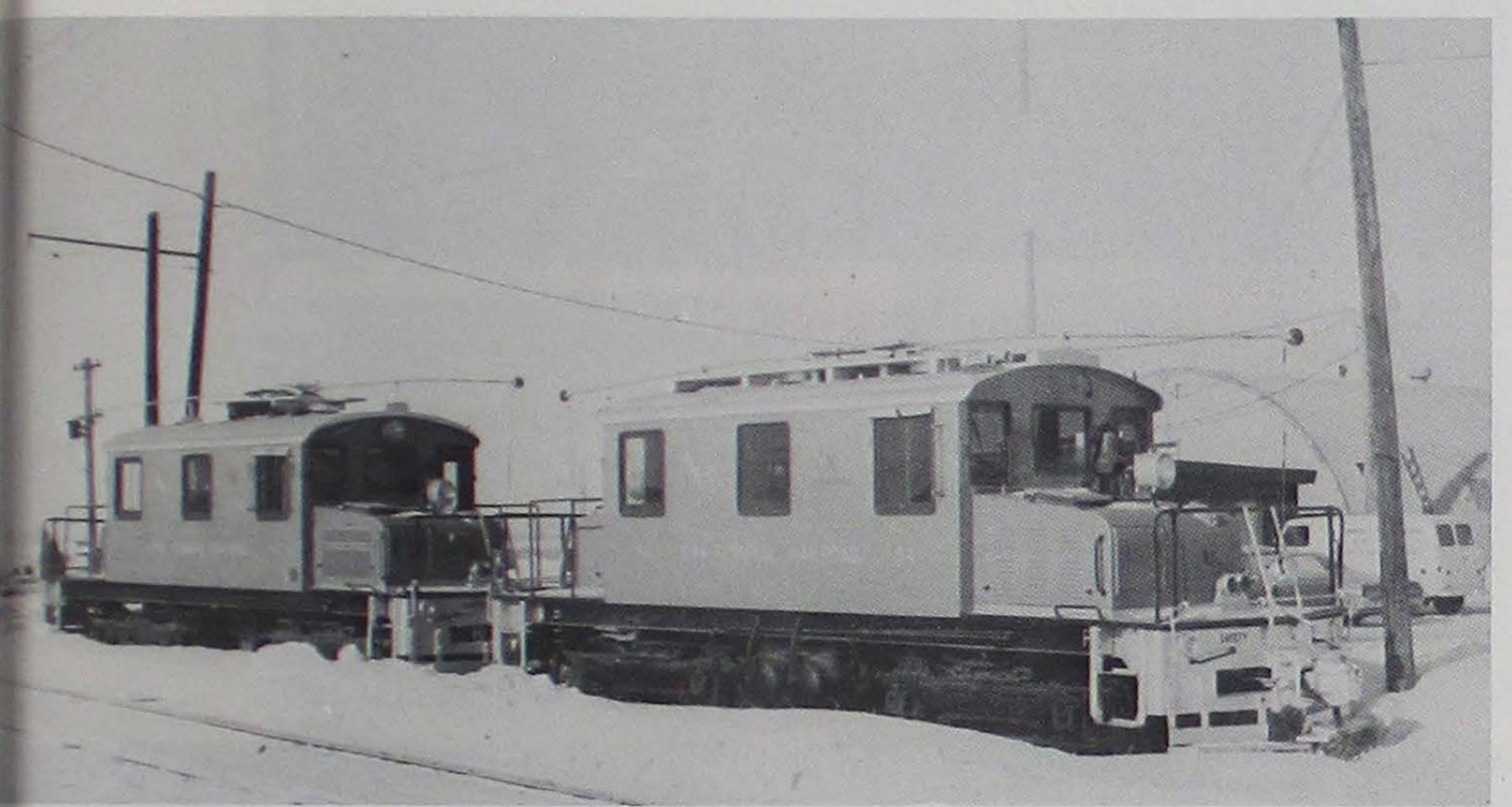




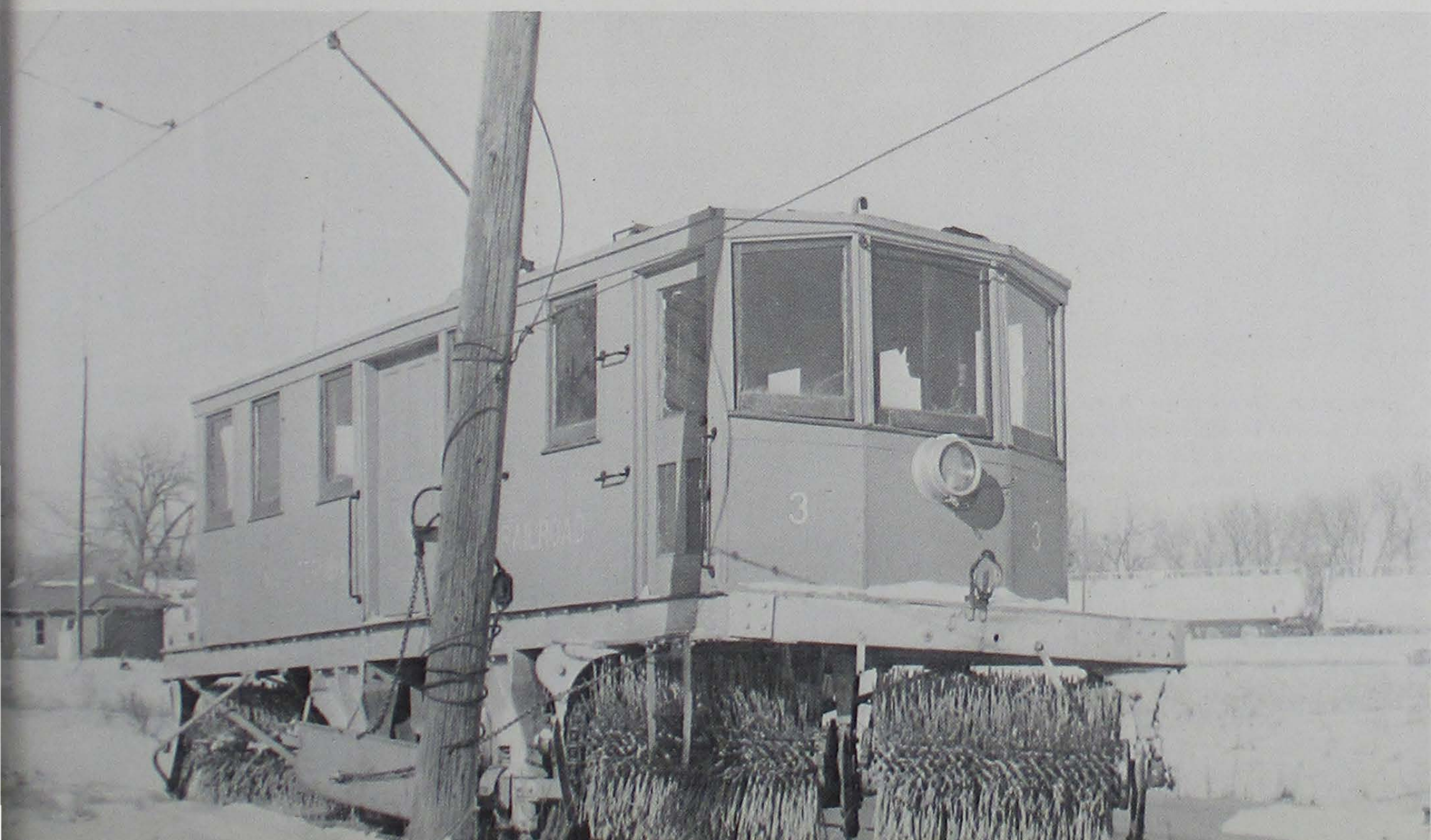
In the 1970's, former North Shore Line equipment plays a prominent role for the Iowa Terminal. 102 was the first piece of equipment to enter the new shop when it coasted into the building on September 12, 1968. 102 is resting in its usual storage spot in front of the shop office. Jack May photo. **North Shore 234 was brought to Mason City where it was rebuilt as ITR 33. Before its rebuilding, 234 was stored at Charles City as shown here in October, 1965.** Charles Franzen photo. **The rebuilding of 234 to linecar 33 was fast and complete. 33 is in service at Emery on July 3, 1968.** S. D. Marty photo.

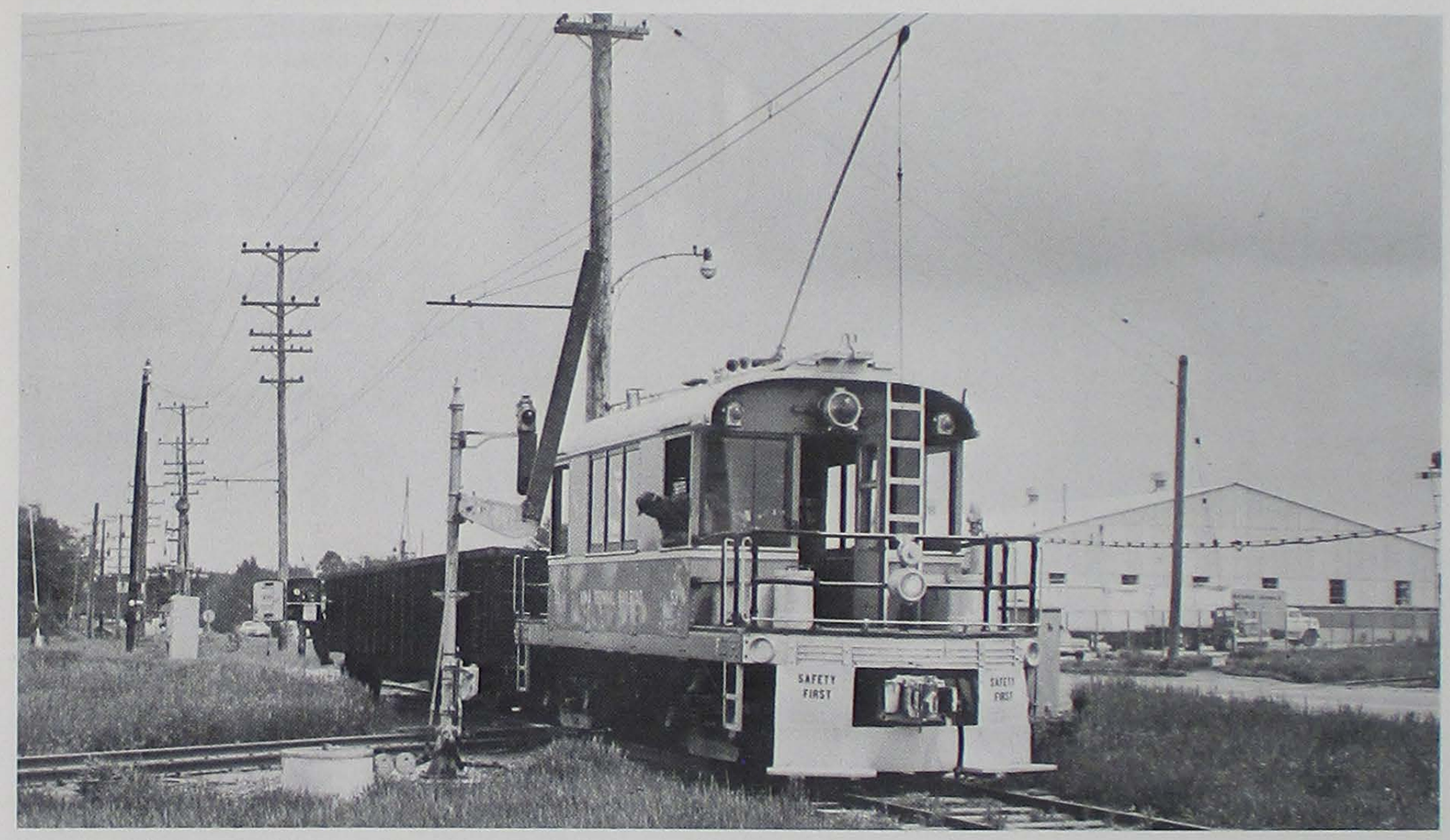




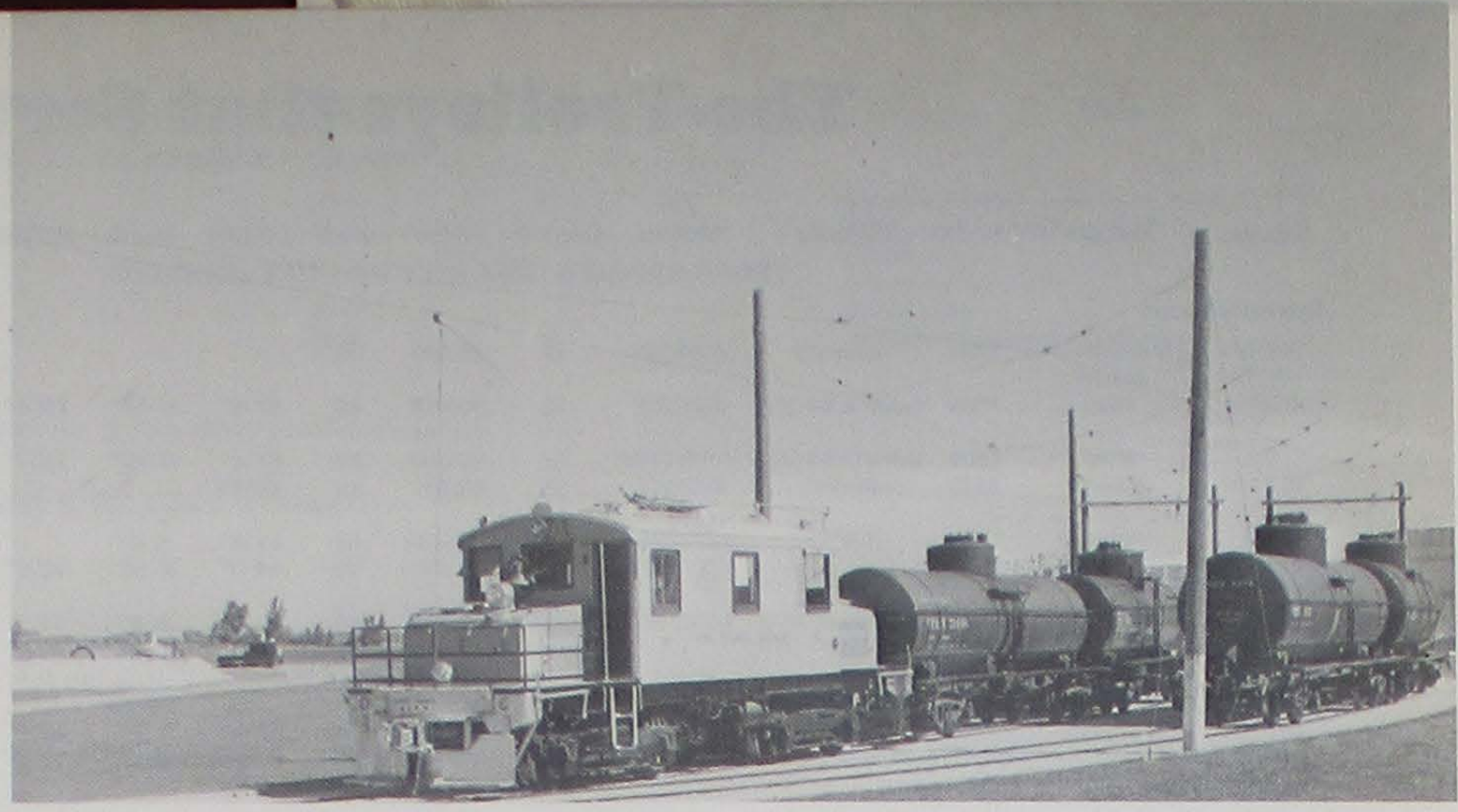


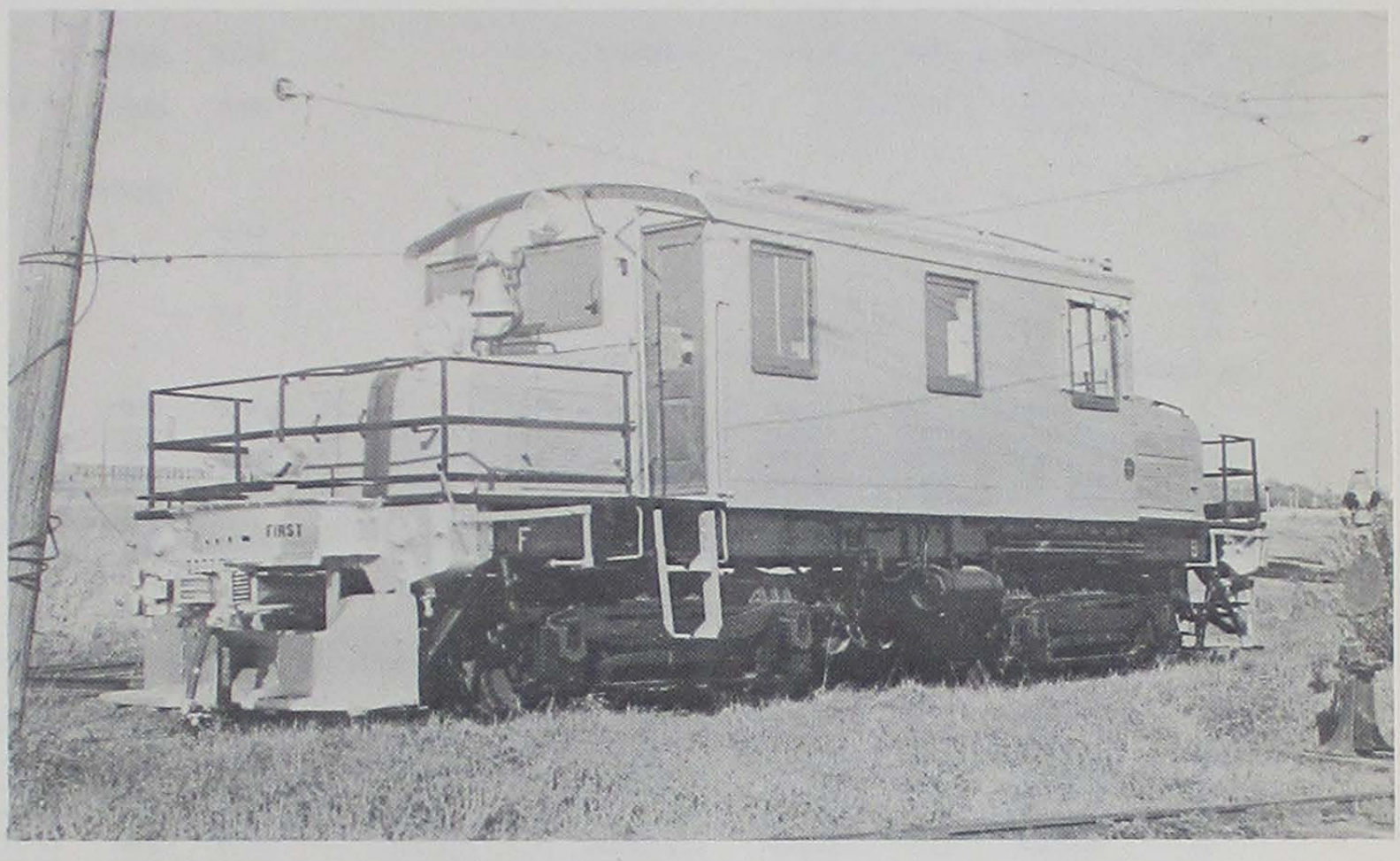
Heavy snow had closed the line for a couple of days late in 1969. Ed Allen operates locomotive 60 as it pushes snowplow 2 into a drift east of Emery on December 30, 1969. Ronald D. Sims photo. **On December 28, 1970, 51 and 54 are parked at Mason City. These locomotives are usually operated together to provide sufficient power on the freight trains. Sweeper 3 was maintained by the MC&CL and ITR at Clear Lake until 1967. It was used to clear snow from Main Street. Wendell Dillinger recalls calling his father to send the McGuire-Cummings plans from his collection to return this sweeper to service. On February 19, 1972, 3 is at Clear Lake Junction.** Both photos Robert J. Levis.





A steeplecab locomotive leading jumbo tankcars is somewhat incongruous. 51 is leaving Emery. Wendell J. Dillinger photo. **Locomotive 53 was transferred to the Mason City Division. In 1970, 53 is crossing the C&NW (former M&StL) in Mason City. The new shop facility complements the almost fifty year old equipment that serves the ITR.** Both photos Jack May.





In 1974 the sole survivor of the MC&CL freight locomotive fleet is 60. This is the only engine over 50 tons which is used regularly by the ITR. This locomotive was put to good use in hauling heavy trainloads of petroleum products from the terminal near Clear Lake. Steve Meyers photo. **A few years later on October 18, 1970, 60 was waiting between trips of hauling jumbo tank cars filled with ammonia between Emery and Clear Lake Junction. The ITR was successful in obtaining this customer due to its ability to provide switching service at all hours.** Ronald D. Sims photo. **The versatility of 60 is demonstrated as she pushes the snowplow against some sizable drifts.** Wendell J. Dillinger photo.

The Trolleys that Served Iowa

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
					CEDAR RAPIDS & IOWA CITY RAILWAY (CRANDIC)								
Interurban cars													
101-104	Stephenson	1904	Baldwin	4-GE205	M	80,000	50						*NOTE 1*
105(1st)	Jewett												*NOTE 2*
105(2nd)	Niles	1909	Baldwin 84-30A	4-GE205	M	80,000	60	57'-6"	9'-10"	13'-1"	428	1952	*Rebuilt as a motor from 151 in 1918. Rebuilt by American Car Company in 1928.*
106	Niles	1909	Baldwin 84-30A	4-WH112B	M	80,000	54	57'-6"	9'-10"	13'-1"	427	1950	*Rebuilt by American Car Company in 1928.*
107-108	McG-C	1913	McG-C	4-GE205	M	93,000	60	60'-0"				1934	*Car 107 destroyed in collision in 1920's. Body stored until 1934.*
109	Cincinnati	1908	Baldwin	4-GE204A	M	80,000	50	53'-3"	8'-6"		945	1940's	*NOTE 3*
110-111	Cincinnati	1930	Cinc. 74D	4-GE706A	PC-10	48,300	40	44'-3"	8'-10"	10'-9"	3055	1954	*NOTE 4*
116-119													
120	Pullman	1931	Commonwealth	4-GE706B	HLF	52,000	40	46'-0"	8'-9"	11'-1'	6399		*NOTE 5*
151	Niles	1909	Baldwin 84-30A	–	–		60	58'-9"	9'-10"	13'-1"	428	–	*Rebuilt to 105 (2nd) in 1918.*
152	Jewett			–	–							1934	*Rebuilt from 105 (1st) in 1918.*
153-154	Stephenson	1904	Baldwin	–	–		50					1934	*Rebuilt from 101, 104 in 1917.*
161-162	Cincinnati	1908	Baldwin	4-GE204A	M	80,000	50	53'-6"	8'-6"	12'-6"	945	–	*NOTE 6*
164	Cincinnati	1911	Baldwin	4-GE204A	M	80,000	50	53'-6"	8'-6"	12'-6"	1350	–	*NOTE 6*
Express & work cars													
77							–					1930's	*Open platform line car rebuilt from Iowa State Game Commission Car.*
78	Cincinnati	1908	Baldwin	4-GE204A	K-34		–	53'-3"	8'-6"		1350	1954	*Rebuilt in 1934 from 164, body used as shed at Swisher after retirement.*
175-176	McG-C	1917		–	–		–	36'-0"	9'-5"	12'-10"		1952	*Express trailer.*
177	McG-C			–	–		–					1952	*Express trailer acquired 1923 used to haul scenery and other theater items.*
178-179				–	–		–					1952	*Express trailer acquired 1923 from Cincinnati Georgetown & Portsmouth Ex-231 and 232.*
392				–	–		–	34'-6"					*Spreader*
D1				–	–		–	50'-0"	9'-0"				*Derrick*
P1				–	–		–						*Portable substation*
SP1				–	–		–						*Snowplow*
D-2				–	–		–						*Crane with clamshell bucket*
City Equipment													
?	Brownell	c. 1890	Single	WH12A			24	28'-0"	7'-9"	10'-9"			*NOTE 7*
60-65	McG-C	1913	McG-C	4-GE80	K35	45,000	40	44'-0"	8'-8"	12'-1"			
66-71	American	1920	Brill 79E1	2-WH508A	K63	16,000	32	28'-0"	7'-8"	9'-10"	1254	1939	*Birney*
72	American	1920	Brill 79E1	2-WH508A	K63	16,000	32	28'-0"	7'-8"	9'-10"	1255	1939	*Birney*
73			Brill 79E1									1939	*Birney acquired second-hand (?).*
1001	McG-C	1913	McG-C	2-	K	26,100	–	28'-3"	9'-0"	11'-0"		1939	*Sweeper—transferred from Marshalltown.*
1002	Co. Shops	1913					–					1939	*Flanger-plow rebuilt from single truck city car.*
Locomotives													
1	Baldwin	1904	Baldwin	4-WH56		70,000	–	23'-0"			23824	1954	*Rebuilt and renumbered 75 in 1910.*
50	Stephenson	1904	Peckham	4-WH305	M	80,000	–					1940	*Box motor. Equipped for control from left hand side.*
51	St. Louis	1915	St. Louis 64	4-GE207	C90A	114,000	–	50'-0"	10'-0"	13'-4"	1060		*Box motor*
52	Co. Shops	1920		4-GE55	M	100,000	–				–	1923	*NOTE 8*
53	Co. Shops	1923	McG-C	4-WH562D5	HLF	100,000	–	39'-2"	9'-0"	12'-7"	–	1969	*NOTE 9*
54	Co. Shops	1927	Baldwin	4-WH562D5	HLF	100,000	–	44'-8"	9'-0"	11'-8"	–	1954	*NOTE 10*
55	DUR	1926	Std. C-80P	4-WH562D3	HLF	100,000	–	36'-10"	8'-4"	12'-2"	–	–	*NOTE 11*
56	Baldwin	1919	Baldwin	4-WH562D5	HLF	100,000	–	37'-0"	9'-9"	12'-7"	52669	–	*NOTE 12*
57	Baldwin	1921	Baldwin	4-WH562D5	HLF	100,000	–	37'-0"	9'-9"	12'-7"	54748	–	*NOTE 13*
58	Baldwin	1920	Baldwin	4-WH562D5	HLF	100,000	–	37'-0"	9'-9"	12'-0"	53784	–	*Locomotive acquired 1948 from Washington & Old Dominion, 50, sold 1955 to KCKV, 507.*
72-73	Okla. Rwy.	1929	Std. C80	4-WH562D5	HLF	146,000	–	43'-3"	9'-9"	12'-6"			*NOTE 14*
75	Baldwin	1904		4-GE 55	K-14	70,000	–	23'-0"			23824	1954	*Transferred 1941 to Cedar Rapids Power Station. Renumbered from number 1 in 1910.*
76	Co. Shops	1910					–						*Locomotive rebuilt from a flat car.*
90	EMD	1951	EMD	4		230,000	–	44'-5"	10'-0"	14'-6"	14187	–	*Diesel acquired 1965 from Unity Rwy, 109, ex-U.S. Steel Corp. 109 Model SW 8. In service in 1974.*
91-93	EMD	1953	EMD	4		248,000	–	44'-5"	10'-0"	14'-6"	18784 18786	–	*Diesel, Model SW 8 in service in 1974.*
94	EMD	1959	EMD	4		230,000	–	44'-5"	10'-0"	14'-6"	25443	–	*Diesel, Model SW 9 in service in 1974.*
95 (550-551)	EMD	1951	EMD	4		248,000	–	44'-5"	10'-0"	14'-6"	14106		*NOTE 15* *Bamberger Railroad locomotives purchased for parts and stripped at Salt Lake City.*

NOTE 1 *Re-equipped with trucks, motors and control as described in 1915. Orginally Peckham Trucks. Car 101 rebuilt as a trailer and renumbered 153 in 1917. Car 102 rebuilt by American Car Company in 1928, Loaned to Des Moines & Central Iowa during World War II scrapped 1950's. Car 103 rebuilt by American Car Company in 1928. Destroyed in collision with locomotive and scrapped in 1938. Car 104 rebuilt as a trailer and renumbered 154 in 1917.*

NOTE 2 *Purchased second-hand in 1911, wrecked, rebuilt as a trailer and renumbered 152.*

NOTE 3 *Rebuilt from 162 in 1939 to replace 103, loaned to DM&CI during WW II. Rebuilt to line car 1950.*

NOTE 4 *Ex-Cincinnati & Lake Erie Rwy, same numbers acquired 1939. Body of 110 used as a summer camp in 1954. In 1974 it is in storage. Car 111 sold in 1954 to private individual stored in Emporia, Kansas until 1973 – when donated to Bay Area Electric Railroad Assn. (Museum) Rio Vista Junction (Fairfield) California to be restored as C & LE 111. Car 116 sold in 1954 to Branford Trolley Museum, East Haven, Connecticut. Preserved as Crandic 116. Car 117 body intact and stored in 1974 at Monroeton, Pa. Trucks scrapped. Car 118 sold in 1954 to Seashore Trolley Museum, Kennebunkport, Maine. Preserved as Crandic 118. Car 119 sold in 1954 to Ohio Railway Museum, Worthington, Ohio. Preserved as C & LE 119.*

NOTE 5 *Acquired 1941 from Indiana Railroad, 65, sold 1953 to Illinois Railway Museum, Union, Illinois. Preserved as IRR 65.*

NOTE 6 *Acquired from Southern New York Power & Rwy Co. in 1923, their number 62, 61, 64, numbered 62, 63, 64 on Crandic, renumbered 162, 163, 164 by July, 1923. 162 rebuilt to 109 in 1939, 163 scrapped 1934, 164 rebuilt to 78 in 1934.*

NOTE 7 *Acquired second hand in 1909 probably ex-Chicago Railways Car (possibly ex-4250, 4260 or 4264). There were also some additional cars.*

NOTE 8 *Locomotive rebuilt from gas-electric locomotive destroyed in collision with 107. Motors placed in 75.*

NOTE 9 *Locomotive. Trucks from 107. Transferred to Cedar Rapids Power Station in 1954. Sold to Iowa Terminal in 1968 for parts.*

NOTE 10 *Completed locomotive from partially built body and equipment acquired from Puget Sound Electric Railway.*

NOTE 11 *Locomotive acquired from Detroit United Rwy in 1935 sold 1955 to Indiana Museum of Trans. & Comm., Noblesville.*

NOTE 12 *Locomotive acquired 1941 from Northeastern Oklahoma, 1, sold 1954 to Kansas City Kaw Valley 506. Sold 1963 to Iowa Terminal, 52.*

NOTE 13 *Locomotive acquired 1940 from NEO, 2, sold 1954 to KCKV, 505. Sold 1963 to Iowa Terminal, 51.*

NOTE 14 *Locomotives acquired 1948 from Union Electric, 603-604, ex-Oklahoma Railway 603-604, sold 1955 to Chicago, Aurora & Elgin, 4005-4006.*

NOTE 15 *Diesel, Model SW 9 acquired 1973. Ex-Pittsburgh & Lake Erie 8938, Ex-Bangor & Aroostock 35, in service in 1974.*

MARSHALLTOWN LIGHT, POWER & RAILWAY CO.

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
1-3	Pullman	1892						27'-0"			754		*Closed motors renumbered to 36-38.*
30	Brill ?	1908						26'-0"					*Either a second hand or rebuilt car.*
31-33	McG-C	1913											*Closed motor.*
34-35		1917											*Closed motor.*
39		1898						30'-0"					*Closed motor.*
–	McG-C	1913					–	28'-3"					*Sweeper-Transferred to Crandic.*

Early Equipment:

In 1901 the company had 6 motor cars and 5 trailers. All cars single truck. Built by Brill, Pullman & Stephenson.

TAMA & TOLEDO RAILWAY

1-2	Laclede	1894	Single	2-Walker									*Originally open platform, later enclosed, closed body motor.*
3	Laclede	1898	Single	1-GE									*Open motor.*
4	McG-C	1906(?)	Double				–						*Express motor.*
5	St. Louis	1908	Single								787		*Closed motor.*
6	Pullman	1898	Brill	2-GE800	K2	18,450	28	33'-0"	7'-7"	10'-4"	911		*Ex-Chicago Union Traction series 4142-4192 closed motor.*
2 cars			Single	–	–								*Trailers on property by 1898 possibly ex-Chicago cable car trailers.*
?							–						*Locomotive reportedly transferred from Crandic in 1921 and returned.*
?	Laclede	1894		2-Walker			–						*Baggage motor part of original equipment order.*
1(2nd)	Whitcomb	1929				45,000	–				12897		*4 wheel gas engine stored at Crandic shops since late 1940's Model CRI-6.*
2	GE	1944				50,000	–				27810	–	*4 wheel diesel locomotive in service at Marshalltown power plant.*

BOONE

Boone Electric Co.

7							45						*Single truck open car.*
10	McG-C						–						*Sweeper*
11	American	1902	Double								441		
14-17	McG-C		Single										
20							–						*Cab-on-flat work motor.*
2 cars													*Acquired second-hand in 1904.*

Early Equipment:

2 motor cars were acquired in 1898. Additions appeared to include 2 trailer cars in 1902 and 3 motor cars from Laclede in 1903. By 1911 the roster consisted of 5 passenger motors and 2 passenger trailers, 1 freight motor and 3 freight trailers and 1 sweeper.

Boone Suburban Railway

In the early 1900's this company operated 2 motor cars and 2 trailer cars. The only car identified by number was a double truck suburban car numbered 20. The equipment reported to be on the property in 1918 was 4 passenger motors, 2 service motors and 3 service trailers.

SOUTHERN IOWA RAILWAY

1	Stephenson	1892	Single				–	19'-1"	6'-11"	9'-9"		–	*Note 1*
5	St. Louis	1909	Double					42'-0"			852		*Closed interurban motor.*
6	American	1914	Brill								1010		*Closed city motor, single truck.*
7			Single										
8			Single										
9	Barber	1912	Double			28,000	36	38'-0"				–	*Note 2*
10	St. Louis	1901	Double								162	1930's	*Ex-Lehigh Valley Transit 198 sold to Citizens Gas & Electric Co. (location unknown).*
15	McG-C	1910	McG-C										*Combine*
20	McG-C(?)	1910	Double									1930's	*Open 13 bench motor-maximum traction truck. Out*
25-26	American	1914	Brill 27M-3	4-WH323A	K35		45	45'-2"	9'-0"		1024	1960's	*Center entrance in interurbans. Bodies sat in Moravia until sold in mid-1930's.*
82	St. Louis	1912	St. Louis								948		*Transferred from Burlington, 1926.*
2 cars		1906											*Closed city motor.*
At least 1			Single	–	–								*Open trailer Ex-Chicago City Rwys cable trailer.*
100	American	1914	Brill 27MCB	4-WH305	HL		–	40'-6"	8'-10"	11'-6"	1026	–	*Note 3*
101	American	1915	Brill 27MCB	4-WH305	HL		–	40'-6"	8'-10"	11'-6"	1039	–	*Box motor, sold 1968 to CP&S in storage in 1974.*
102			Single	–	–		–	21'-6"	8'-4"	11'-0"		–	*Caboose—sold 1968 to CP&S. On display in 1974.*
105	American	1921	Brill 79E1	2-WH506	K63B	16,600		28'-0"	7'-8"	9'-10"	1298	1930's	*Birney transferred from Burlington mid 1920's.*
106	American	1921	Brill 79E1	2-WH506	K6313	16,600		28'-0"	7'-8"	9'-10"	1298		*Note 4*
107	American	1922	Brill 79E1	2-WH506	K63B	16,600		28'-0"	7'-8"	9'-10"	1326		*Same as 106. Numbered 1671 on TARS.*
400	Baldwin	1928	BLW	4-WD562D5	HDFNN	100,000	–	35'-5"	10'-0"	11'-10"	56538	–	*Sold 1967, shipped 1968, to Iowa Terminal Railroad number 52 (2nd) renumbered 54.*

NOTE 1 *Line car, Ex-Albia Interurban Ry. Co. acquired 1925 from Albia sold 1968 to Columbia Park & Southwestern (Museum), Olmsted Falls, Ohio on display in 1974.*

NOTE 2 *Acquired 1922, partially rebuilt by Albia. Rebuilding completed as a double truck car. Sold 1966, shipped 1968 to Mount Pleasant. On display in 1974.*

NOTE 3 *Box motor, sold 1968 to Columbia Park & Southwestern (Museum), Olmsted Falls, Ohio. On display in 1974.*

NOTE 4 *Birney transferred from Burlington mid 1920's sold 1932 to Third Avenue Rwy. System (New York City) number 1670.*

OTTUMWA RAILWAY & LIGHT CO.

1-5(2nd)	American	1916	Brill 21E					31'-4"	8'-2"		1053	*Lightweight Car*
5(1st)-8(1st)	Pullman	1889	Bemis								611	*Single truck closed motor.*
9(1st)	Pullman	1889	Bemis								627	*Single truck closed motor.*
6(2nd)-21	Cincinnati	1919	Cinc 139	2-GE	K63B	17,000	32	27'-9"	8'-0"	9'-10"	2420	*11 cars sold to Omaha & Council Bluffs in 1930 others scrapped.*
52												*Single truck closed motor.*
56,58,60	American	1907	Brill 21E					30'-8"	8'-2"		699	*Semi-convertible cars.*
57												*Single truck open motor.*
59,61,63,65,67	American	1906	Brill 21E				50	30'-0"			644	*10 bench open cars.*
62,64,66	American	1908	Brill 21E	2-GE54		13,000	32	30'-8"	8'-2"		781	*Semi-convertible car.*
69	American	1906	Brill 21E				50	30'-0"			656	*10 bench open cars.*
?	McG-C						–					*Sweeper*
?	McG-C						–					*Sweeper transferred from Burlington.*

Early Equipment:

In addition to 1st 5 through 1st 9, by 1896 there were 6 additional motor cars some of which were built by St. Louis. By 1898 4 motor cars were added to the fleet. At this juncture there were 13 2-motor cars and 2 1-motor cars equipped with General Electric, Walker and Westinghouse motors. All cars were mounted on a single truck. 3 more single motor cars were acquired by 1901.

BURLINGTON RAILWAY & LIGHT CO.

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
15 cars	Stephenson			WH									*Motor cars on property in 1895.*
7 cars	Stephenson			–	–								*Trailers on property in 1895.*
7 cars				Johnson									*Motor cars acquired by 1901.*
18 cars				–	–								*Trailers acquired by 1901.*
60-69	St. Louis	1902	St. Louis					21'-0"			309	1920's	*Closed motor, single truck.*
80-86	St. Louis	1912	St. Louis					26'-0"			948	1920's	*Closed motor 82 transferred to Southern Iowa Rwy.*
87-89	St. Louis	1912	Warner								963	1930's	*Closed motor, single truck.*
90-95	St. Louis	1920	St. Louis 7	2-WH506	K63B	16,600		28'-0"	7'-8"	9'-10"	1238	1930's	*Birney.*
100-104	American	1918	Brill 78M1F	2-WH506	K63B	15,400		27'-9"	7'-6"	9'-9"	1139	1930's	*Birney, Ex-Madison, Wisconsin 100-104, acquired 1920.*
105-106	American	1921	Brill 79E1	2-WH506	K63B	16,600		28'-0"	7'-8"	9'-10"	1298	–	*Birney transferred to Southern Iowa Rwy mid-1920's.*
107	American	1922	Brill 79E1	2-WH506	K63B	16,600		28'-0"	7'-8"	9'-10"	1326	–	*Same as 105-106.*
108	American	1922	Brill 79E1	2-WH506	K63B	16,600		28'-0"	7'-8"	9'-10"	1326	1930's	*Birney.*
109-112	American	1923	Brill 79E1			16,600		28'-0"	7'-8"	9'-10"	1347	1930's	*Birney.*
?	McG-C						–						*Sweeper-transferred to Ottumwa.*

DES MOINES RAILWAY COMPANY

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
1	Pullman	1889	Single				–				573		*Power Car.*
2	Pullman	1889	Single	–	–						571		*Open platform, closed body trailer.*
3	Pullman	1889	Single	–	–		35				572		*7 bench open trailer.*
4-18	?												
19-24	Pullman	1890	Single	–	–						637		*Open platform closed body horse trailers.*
25-26	Pullman	1890	Single	–	–						627		*Open platform closed body horse trailers.*
100-101	Pullman	1890	Single	–	–						638		*Open platform closed body horse trailers.*
													Some of the original horse cars were electrified and numbered below 100.
?	American	1900 or 1901									341		*Unknown number of cars apparently numbered below 130-Center entrance.*
130-135	St. Louis	1901	Double								169		*Center entrance cars.*
20 cars	Niles	1903	Double										*Possibly center entrance-cars.*
8 cars	American	1903	Double								459		*One car of this group photographed as number 160.*
20 cars	American	1904	Double								553		*One car of this group photographed as number 176.*
15 cars	American	1905	Double								592		*One car of this group photographed as number 189.*
14 cars	Co. Shops	1904	Double										*Possibly rebuilt from another series.*
200-209	Cummings	1929	Cummings	4–			52						
300-309	American	1912	Brill 62-E	4–							940		
310-324	American	1913	Brill 27GE2	4–			38	40'-10"	8'-2"	11'-10"	975		*Car 318 repainted as 999 Jr.*
400-419	American	1911	Brill	2-GE98				40'-0"			910		*Note 1*
500-539	McG-C	1916	McG-C	4-GE	K35	33,000	56	45'-0"	8'-5"	10'-10"			*Semi-steel car. Originally numbered in 300 series perhaps 325-364 renumbered in early 1920's.*
600-609	McG-C	1924	McG-C	4-GE247	K35	38,000	48	46'-0"	8'-5"	10'-10"			
700-739	Cummings	1930	Cummings 64	4-GE247	K75	36,000	50	42'-0"	8'-5"	10'-1"			

Work Equipment

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
30							–						*Spraying car*
33							–						*Work car*
45							–						*Portable substation*
50							–						*Work car-see note re 52*
51-52							–						*Work car*
?													*Snow plow/work motor-possibly rebuilt from Inter-urban Rwy 100-series car. Snowplow added in 1940.*
59	Co. Shops						–						*Derrick*
60	McG-C	1912					–						*Work flat with operating cab*
61	Co. Shops						–						*Work flat with operating cab*
62	Co. Shops						–						*Work flat with operating cab*
63	Co. Shops						–						*Work flat with operating cab*
64	Differential	1923 (?)					–						*Side dump car*
65	Differential	1923 (?)					–						*Side dump car*
68	Co. Shops						–						*Work motor*
70	Co. Shops						–						*Line car*
72	Co. Shops						–						*Line car*
73	Co. Shops						–						*Snowplow*
80	McG-C	1909 (?)	McG-C				–	28'-3"	9'-0"	11'-0"			*Sweeper*
81	McG-C	1910 (?)	McG-C				–	28'-3"	9'-0"	11'-0"			*Sweeper*
82		1912 (?)					–						
83	McG-C	1912 (?)	McG-C				–	28'-3"	9'-0"	11'-0"			*Sweeper*
84 (?)		1914 (?)					–	39'-2" (?)					
85	McG-C	1915 (?)	McG-C				–	28'-3"	9'-0"	11'-0"			*Sweeper*
86	McG-C		McG-C				–	28'-3"	9'-0"	11'-0"			*Sweeper*
94	McG-C		McG-C				–	28'-3"	9'-0"	11'-0"			*Snowplow converted from a sweeper*
?							–						*Four wheel crane*
?							–						*Four wheel crane*
?							–						*Bottom dump gondola*
?							–						*Bottom dump gondola*

Note 1 *Originally numbered in 200 series. One car of this group photographed as number 231 in 1912 max-traction truck.*

DES MOINES & CENTRAL IOWA RAILWAY
(Inter-Urban Railway)

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
1													*Locomotive named "Jim Brenton" retired early by I-U.*
60	McG-C	1913	McG-C 10B	4-GE210	K34D		–	39'-8"					*Work cars transfer to Des Moines Railway, 60.*
71	McG-C	1913	Taylor McB	2-GE73	K34D		–	41'-0"				1950	*Line car, originally number 3 renumbered before 1920.*
72	Co. Shops	1915	Taylor McB	4-GE73	K36S		–	36'-4"				1945	*Line car originally number 10 renumbered before 1920.*
99		1919		2-GE67	K11		–	24'-2"					*Single truck rotary snowplow.*
100-102	St. Louis	1902	St. Louis 23A	4-GE67	K6			46'-0"			283		*Passenger cars. 1 car a trailer in 1919. Series possibly rebuilt as work cars 50-52 for D.M. Ry.*
103	St. Louis	1902	St. Louis 23A	4-GE67	K6			46'-0"			283		*Express car*
750				–	–								*Coach rebuilt from Ex-C&NW coach. Acquired 1918.*
751-753	PRR			–	–							1922	*Coaches acquired 1914 from Pennsylvania RR.*
754				–	–								*Express trailer acquired in 1906.*
1500	Co. Shops	1902	Brill 27F	4-GE67	K36S		–	40'-0"				1951	*Express motors, ex-I-U 500. Trailer by 1925.*
1501	Co. Shops	1906	Brill 27F		K6		–	40'-0"				1951	*Express motors, ex-I-U 501. Trailer in 1920.*
1502	Co. Shops	1913	McG-C 20A	4-GE210E	K34D		–	40'-0"				1951	*Express motors, ex-I-U 502. Trailer in 1920's.*
1503	Co. Shops	1915	McG-C 14	4-GE210E	K34D		–	39'-8"				1951	*Express motors, ex-I-U 503. Trailer in 1920's.*
1600	McG-C	1912	McG-C 70A	4-GE285		46,000	–	50'-0"	8'-9"	12'-0"		1951	*Note 1*
1700-1703	American	1906	Brill 27E2	4-GE73	M	86,000		57'-2"	9'-6"	12'-8"	603	1939	*Combine Ex I-U 700 series. 701 double-ended 1917.*
1704-1706	American	1906	Brill 27E2	4-GE73	M	86,000		57'-2"	9'-6"	12'-8"	604	1939	*Coach*
1707	American	1906	Brill 27E2	2-GE73	M			50'-0"	8'-10"		605	1939	*Coach*

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
					DES MOINES & CENTRAL IOWA RAILWAY (Continued)								
1708-1709	McG-C	1912	McG-C 70A	4-GE73	M	70,000	60	56'-0"	9'-6"	13'-6"		1939	*Note 2*
1710,12,14	Jewett	1918	Baldwin	4-WH577 A2	W-ALF	84,900	64	61'-0"	8'-9"	12'-7"		1951	*Ex-Lake Shore Electric 170,179,180 respectively, acquired in 1939 and rebuilt as combines.*
"Iowa"	DM Ry	1905	Taylor MCB	2-GE73	M			46'-6"	8'-7"			1908?	*Open observation special party charter car.*
1800			Taylor	4-GE73	M	60,000	–	27'-9"					*Locomotive. Probably ex-1, "The Jim Brenton" rebuilt by I-U as 800. Renumbered 1800 in 1922.*
1801	Co. Shops	1905	McG-C B20A	4-GE207	M	80,000	–	32'-0"				1950	*Locomotive originally 300, renumbered 801. Rebuilt and new weight 96,000. Out of service 1947.*
1802	Co. Shops	1910	McG-CB20A	4-GE207	M	80,000	–	32'-0"				1950	*Note 3*
1803	Baldwin	1910	Baldwin	4-WH303C	M	75,000	–	29'-4"			35436	1950	*Note 4*
1804	McG-C	1916	McG-C70A	4-WH567A6	M	120,900	–	35'-0"				1950	*Locomotive Ex-I-U 804.*
1805	McG-C	1916	McG-C70A	4-WH567A6	M	120,900	–	35'-0"				1950	*Locomotive Ex-I-U 805.*
1806	GE	1914	Baldwin MCB	4-GE212B	M	111,000	–	32'-6"			4622	1950	*Locomotive purchased second-hand in 1918, ex-I-U 806. Ex-South Brooklyn Rwy 7.*
1807	McG-C	1918	McG-C70A	4-WH567A6	M	129,400	–	35'-0"					*Locomotive Ex-I-U 807.*
100	GE	1947	GE	4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	29091		*Diesel acquired 1950. Ex-Unadica Valley 100. Sold 1970, by C&NW, to A. Merilees Ltd, Toronto.*
600	GE	1947	GE	4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	29084		*Diesel acquired 1949. Ex-Jamestown, Westfield &*
700	GE	1947	GE	4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	29085		*NorthWestern 600 and 700 sold 1970 to Merilees.*
1000	Whitcomb	1950	BLW	4–		150,000	–				60831	1970	*Diesel acquired 1953. Ex-Canadian National 7820, Ex-CRI&P 1016.*

NOTE 1 *Express motor, Ex-Goshen South Bend & Chicago (New York Airline) 1001 transferred to Gary & Interurban in 1913 sold to I-U in 1917. Rebuilt 1937 with snow flanger.*

NOTE 2 *Combine, Ex-GSB&C "Ohm" and "Ampere" respectively to G&I 402-403 in 1913 sold to I-U in 1918 as 708-709.*

NOTE 3 *Locomotive originally I-U, 2, renumbered 301, renumbered 802. Rebuilt and new weight 96,000.*

NOTE 4 *Locomotive ex- FDDM&S 109 (1st) sold in 1911 to I-U Ry, 803 out of service in 1947.*

FORT DODGE, DES MOINES & SOUTHERN RAILWAY CO.

Interurban cars													
7 (1st)												1954	*Business Car, ex-Wichita Falls & Southern R.R.*
7 (2nd)	Pullman							80'-0"					*Business Car, ex-"Mt. Foraker"*
34													*Double end open observation car converted to work service.*
36	McG-C	1916		–	–			50'-0"					*Open-end parlor-observation trailer.*
38	Jewett	1912		–	–			52' 3"	8'-8"				*Open-end parlor-observation.*
40 (1st),42													*Ex-Pennsylvania Railroad coaches.*
44,46		1913										1929	
48		1928										1932	
40 (2nd)	Co. Shops	1911	BLW	2-GE206A		58,000		42'-0"				1928	*Rebuilt from baggage car, office car in 1913, coach in 1914 used in branchline service.*
50	McG-C	1908		2-GE206A									*Note 1*
52	American	1916	Brill 27 MCB	2-GE206A			36	42'-2"	9'-10"	12'-11"	1045	1932	*Center-entrance branchline car.*
54	McG-C	1916		2-GE205E				42'-2"					*Center-entrance branchline car, sold 1932 to St. Francois County Railway number 54.*
56				2-GE205E									*Acquired by 1925.*
60				–	–							1913	*Ex-N&NW baggage coach number 60.*
62 (1st)				–	–							1916	*Ex-N&NW coach number 62.*
62 (2nd)	American	1916	Brill 27MCB	4-GE205E	M			55'-2"	9'-10"	12'-11"	1056	1956	
64-82 (Even No.)	Niles	1907	Baldwin 84-25	4-GE205E	M	75,000	50	53'-4"	9'-10"	13'-1"	278		*Note 2*
84	Niles	1907		2-GE217			–	53'-0"				1956	*Express motor rebuilt to line car in early 1920's.*
100	Mc-G	1908					–						*Express motor equipped with snowplows-used as signal dept work car.*
Locomotives													
99	Co. Shops						–						*Single truck locomotive wooden steeple-cab.*
101	GE (?)		Single				–						*Box-cab reported sold circa 1910 to Des Moines Railways.*
103	BLW-WH	1909	BLW	4-WH			–				33571	1954	*Rebuilt 1911 for 1200 volts, renumbered 107 (2nd).*
105	BLW-WH	1909	BLW	4-WH			–				33572	1954	*Rebuilt 1911 for 1200 volts, renumbered 109 (2nd).*
107 (1st)	BLW-WH	1910	BLW	4-WH			–				35435		*Sold 1911 to Chatham Wallaceburg & Lake Erie.*
109 (1st)	BLW-WH	1910	BLW	4-WH			–				35436	1950	*Sold 1911 to Interurban Ry. Co. 803, renumbered 1803 in 1922.*
107 (2nd)	BLW-WH	1909	BLW	4-GE206A	M	85,000	–				33571		
109 (2nd)	BLW-WH	1909	BLW	4-GE206A		85,000	–				33572		
111	GE/ALCO	1911	ALCO	4-GE206A		80,000	–	38'-1"	9'-6"	12'-8"	3444	1956	*ALCO S/N 49850*
113	GE/ALCO	1911	ALCO	4-GE206A		80,000	–	38'-1"	9'-6"	12'-8"	3445		*ALCO S/N 49851*
115	GE/ALCO	1911	ALCO	4-GE206A		80,000	–	38'-1"	9'-6"	12'-8"	3472		*ALCO S/N 50195*
117	GE/ALCO	1912	ALCO	4-GE206A		80,000			9'-6"	12'-8"	3802	1956	*ALCO S/N 50491*
119	GE/ALCO	1912	ALCO	4-GE206A		80,000	–	38'-1"	9'-6"	19'-8"	3803	1956	*ALCO S/N 50492*
201	GE/ALCO	1912	ALCO	4-GE		120,000	–				3812	1954	*ALCO S/N 51073*
203	GE/ALCO	1912	ALCO	4-GE		120,000	–				3813	1956	*ALCO S/N 51074*
205	GE	1915	ALCO	4-GE251		120,000	–				5049	1956	
207	GE	1915	ALCO	4-GE251		120,000	–				5050	1956	
208	McG-C	1914	McG	4WH308E3	HL	120,000	–	35'-0"	9'-1"	13'-1"		1956	*Ex-Iowa Transfer 1 acq. 1950, ex-WCF&N 180.*
209	GE	1929		HM-818-B-1	PCL	150,000	–	37'-0"	10'-4"	14'-3"	11037	1956	
360	Ore. Elec.	1942	BLW	8-GE205	M	182,300	–	58'-2"	9'-6"	12'-8"		1957	*Acquired from Oregon Electric in 1947, ex-60.*
361	Ore. Elec.	1942	BLW	8-GE205	M	182,300	–	58'-2"	9'-6"	12'-8"		1957	*Acquired from Oregon Electric in 1947, ex-61.*
362	Ore. Elec.	1944	BLW	8-GE205	M	182,300	–	58'-2"	9'-6"	12'-8"		1957	*Acquired from Oregon Electric in 1947, ex-62.*
Diesels													
401	GE	1953		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	32207		*Diesel sold 1969 to A. Merilee Ltd., Toronto (Dealer).*
402	GE	1954		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	32134		*Diesel sold 1969 to Merilee resold to Hudson Bay Mining, 8, Flin Flon, Man.*
403	GE	1955		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	32282		*Diesel sold 1970 to Merilee.*
404	GE	1955		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	32307		*Diesel sold 1969 to Merilee resold to HBM, 6.*
405	GE	1955		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	32303		*Diesel sold 1969 to Merilee resold to HBM, 9.*
406	GE	1955		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	32305		*Diesel sold 1969 to Merilee resold to HBM, 7.*
407	GE	1948		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	29475		*Diesel acquired 1961 ex-Tallulah Falls 501 sold 1969 to Merilee.*
408	GE	1948		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	29476		*Diesel acquired 1961 ex-Tallulah Falls 502 sold 1969 Merilee.*
409	GE	1950		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	30346		*Diesel acquired 1962, ex-MKT 1654. Sold 1970 to Merilee.*
410	GE	1950		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	30380		*Note 3*
411	GE	1950		4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	30381		*Diesel acquired 1961 ex-A&D 900 sold 1970, IREX 411, resold 1972 Santa Maria Valley 80.*
501	Plymouth	1936				130,000	–				3865	–	*Note 4*
502	GE	1941		2-GE733		88,000	–	28'-4"	9'-6"	12'-0"	15029	1970	*Note 5*

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
FORT DODGE, DES MOINES & SOUTHERN RAILWAY CO. (Continued)													
503	GE	1941		2-GE733		88,000	–	28'-4"	9'-6"	12'-0"	15030		*Diesel acquired 1957 ex- NYO&W 103, FC&G, D5. Sold 1970 IREX 503.*
504	GE	1945		2-GE733		88,000	–	28'-4"	9'-6"	12'-0"	18195		*Diesel acquired 1957 ex-FC&G D1. Sold 1962 to Raymond Int. (Liberia).*
505	GE	1945		2-GE733		88,000	–	28'-4"	9'-6"	12'-0"	18196		*Diesel acquired 1957 ex-FC&G D2. Sold 1962 to Raymond Int. (Liberia).*
Ft. Dodge city cars													
10	Laclede	1896	Single	2-								1918	*Reworked for shuttle service on the Ogden Branch about 1908 or 1909. Stored at Boone about 1910.*
20, 30		1902	Double	4-								1913	*One car possibly transferred to Ames in 1909.*
90	American	1909	Double	4-							837		*Scrapped after 1925.*
92	American	1909	Double	4-							837		*Renumbered to 95 in 1916.*
94 (1st)	Jewett	1912	Double	4-									*Transferred to Ames and renumbered to 288 in 1916.*
94 (2nd)	St. Louis	1917	Single	2-							1170		*Possibly renumbered to 97.*
95	American	1909	Double	4-									*Rebuilt from 92 in 1916 to 1200 volts for miner accommodations from Ft. Dodge.*
96, 98	McG-C(?)	1916(?)	Single	2-				42'-6"					
97			Single	2-									*Either a renumbering of car 94 (2nd) or a new car similar to 96, 98.*
99	American	1916	Single	2-			32	31'-10"	8'-0"	11'-4"	1043		*Scrapped between 1925 and 1929.*
Ames city cars													
86	St. Louis	1907	St. Louis	4-GE80		46,000	40	41'-0"	8'-6"	11'-4"	773	1914	*Renumbered 286 before 1912 destroyed by fire 1914.*
88	St. Louis	1907	St. Louis	4-GE80		46,000	40	41'-0"	8'-6"	11'-4"	773	1925	*Renumbered 87 circa 1908-1909 renumbered 287 before 1912.*
288	Jewett	1912	Double	4-				40'-1"				1932	*Transferred from Ft. Dodge (94 1st) in 1916.*
289	Jewett	1912	Double	4-				40'-1"				1932	*Assigned new to Ames but built on same order as 288.*
290-292	Brill			4-WH306	K36							1932	*3 cars transferred from Ft. Dodge (94-99 group) in 1925.*

NOTE 1 *Rebuilt from 100, originally used as a locomotive, rebuilt in 1911 to center-entrance branchline car, sold 1927 to St. Francois County Railway as engine number 50.*

NOTE 2 *Cars 68 and 70 destroyed, 1918 and 1920 respectively, in a wreck. Car 66, 72, 74, 82 out of service 1956, and scrapped except for Car 72 which was destroyed by fire in 1968 at Fraser Power House. Disposition of Cars 64, 76, 78 and 80 unknown.*

NOTE 3 *Diesel acquired 1961 ex-Arkansas & Ozarks 800. Sold 1970 to Merilee resold 1970 to Pikington Bros. Ltd., Scarborough, Ont.*

NOTE 4 *Diesel Model PE originally Joplin-Pittsburgh 2003. Acquired 1954 sold 1956. Subsequently donated to Museum of Transport, St. Louis.*

NOTE 5 *Diesel acquired 1957 ex-New York, Ontario & Western 102, Mississippi Export 47, Fernwood, Columbia & Gulf, D6.*

SIOUX CITY SERVICE COMPANY

24-27	Co. Shops	1903	Brill 39E	2-WH307	K10	36,000	34	35'-0"					
28-29	Co. Shops	1904	Brill 39E	2-WH101B	K10	36,000	34	35'-0"					
30-32	Co. Shops	1903	Taylor SWB	2-WH101B	K10	36,000	34	35'-0"					
33-34	Co. Shops	1905	Taylor SWB	2-WH307	K10	36,000	34	35'-0"					
35-40	Co. Shops	1907	Brill 39E	2-WH307	K10	36,000	38	37'-8"					*Maximum traction truck rebuilt 1929 4-WH323 motors, K-10 control. Taylor SWB truck.*
41-42	Co. Shops	1908	Brill 39E	2-WH307	K10	36,000	38	37'-8"					*Same rebuilding as 35-40.*
43-47	Co. Shops	1914	Brill 39E	2-WH307	K10	36,000	38	37'-8"					*43-46 rebuilt with K-51 control. Car 46 modernized 1926.*
48-55	Co. Shops	1914	Brill 39E	2-WH307	K51	36,000	38	37'-8"					*Same rebuilding as 35-40 (1929).*
56-59	Co. Shops	1916	Brill 39E	2-WH307	K51	36,000	38	37'-8"					*Same rebuilding as 35-40 (1929).*
60-62	Co. Shops	1917	Brill 39E	2-WH307	K51	36,000	38	37'-8"					*Same rebuilding as 35-40 (1929).*
63-67	American	1922	Brill 39E	2-WH307	K51	33,000	38	37'-8"			1303		*American built bodies only Company completed car.*
100	Co. Shops			4-WH323			–	36'-0"					*Express motor.*
101-110	Co. Shops												*Note 1*
111-112	Co. Shops	1905	Brill 420	–	–		90	33'-0"				1920's	*18 bench open trailer.*
113-114	Co. Shops	1904	Taylor SWB	4-GE81A	K12		72	48'-0"				1920's	*Open motor rebuilt from splicing two cable trailers.*
115-123	Co. Shops	1904-1907	Brill 420				90	33'-0"				1920's	*18 bench semi-open cars.*
124	Co. Shops	1904	Bemis	–	–		90	33'-0"				1920's	*18 bench open trailer.*
125	Co. Shops	1904	Brill 420	–	–		90	33'-0"				1920's	*18 bench open trailer.*
126-127	Co. Shops	1904	Taylor SWB	4-GE81A	K12		72	48'-0"				1920's	*Same as 113-114.*
128-132	Co. Shops	1904-1907	Bemis	–	–		90	33'-0"				1920's	*18 bench open trailer.*
133-137	Co. Shops	1904-1907	Brill 420	–	–		90	33'-0"				1920's	*18 bench open trailer.*
150-151	Co. Shops	1906	Taylor	4-WH323	K35	36,000	44	41'-8"				1920's	*150 series retired by 1929. Some components used in rebuilding cars 35-42 and 48-62.*
152-153	Co. Shops	1907	Taylor	4-WH323	K35	36,000	44	41'-8"				1920's	
154-155	Co. Shops	1911	Peckham 14B3	4-WH323	K35	36,000	44	42'-5"				1920's	
156	Co. Shops	1911	Taylor	4-WH323	K35	36,000	44	42'-5"				1920's	
157	Co. Shops	1911	Taylor	4-GE81A	K35	36,000	44	42'-5"				1920's	
158-162	Co. Shops	1912	Taylor	4-WH323	K35	36,000	44	42'-5"				1920's	
163-164	Co. Shops	1912	Taylor	4-GE81A	K35	36,000	44	42'-5"				1920's	
165-169	Co. Shops	1914	Peckham 14B	4-WH323	K35	36,000	44	42'-5"				1920's	
170-174	Co. Shops	1915	Peckham14B	4-WH323	K35	36,000	44	42'-5"				1920's	
200-204	Co. Shops	1917	Taylor LWB	2-WH307A5	K51	20,000	32	30'-4"					
205-206	Co. Shops	1918	Taylor LWB	2-WH307A5	K51	20,000	32	30'-4"					
207-226	American	1920	Brill 79E1	2-WH508A	K63	17,000	33	27'-9"	7'-8"	9'-10"	1237		
212 (2nd)	American	1921	–	–	–	–	33	28'-1"	7'-8"	9'-10"	1290		*Body only to replace car previously wrecked.*
227-231	Cincinnati	1921	Cinc 139	2-WH508A	K63	17,000	33	28'-1"	7'-8"	9'-10"	2425		
232	Brill	1923	Brill 79EI	2-WH508A	K63	17,000	33	28'-1"	7'-8"	9'-10"	21760		*Ex-Citizen Traction Co., Oil City, Pa. 90 acquired 1928.*
233-236	Brill	1920	Brill 79E1	2-WH508A	K63	17,000	33	28'-1"	7'-8"	9'-10"	20927		*Ex-Citizen Traction series 76-88 (even) acquired 1928*
Work Equipment													
1,5,7	American	1905	Brill 21C	2-GE81	B3		–						*Single truck wood wreck cars.*
4	Co. Shops	1901		2-GE81			–						*Sweeper*
42-43 (2nd)	Co. Shops	1917		2-GE81	B3		–						*Plow and sweeper*
44	Co. Shops	1910		2-GE81	B3		–						*Plow and sweeper*
45	Co. Shops	1916		2-GE81	B3		–						*Plow and sweeper*
	Co. Shops	1905	Peckham 7B	2-GE81			–						*Line car*
301	Co. Shops	1900		4-WH323	K12		–						*Track car*
3 cars	Co. Shops	1907	Brill	–	–		–						*Flat car*

Note 1 *No information exists on this group though 102 is pictured in book. Believed rebuilt from predecessor companies' cars.*

Prior companies—

Central Traction Co. had 13 grip cars and 21 trailers built by Laclede and Trimble in 1897.

Riverside Park Rwy. Co. contracted with Northern Car Co. to build 6 motor cars and 6 trailer cars which were mounted on McGuire double trucks. Also in 1898 there was a locomotive on the roster.

Sioux City & Leeds Electric Rwy. Co., in 1899, had 5 motor cars with 1 Detroit motor each and 2 trailers which were built by St. Louis and Stephenson.

Prior Companies (Continued) –

Sioux City Elevated Rwy. Co. operated, in 1898, one locomotive plus 1 single-truck and 3 double-truck motor car (each with 2 Walker or Westinghouse motors) and 2 trailer cars. Brill and Northern car companies built the passenger equipment.

Sioux City Traction Company's roster in 1898 listed 36 motor cars with Westinghouse motors and 13 trailers. By 1901 there were 60 motor cars and 15 trailer cars. Brill, Leclede, Northern, Pullman, St. Louis and Stephenson were the builders of these cars. A summary of the motor cars lists 2-1 motor cars, 48-2 motor cars and 10-4 motor cars using motors from General Electric, Sprague or Westinghouse. There were 40 single-truck cars and 20 double truck cars mounted on Brill, McGuire or Peckham trucks.

Sioux City Street Rwy. Co. operated open platform closed body cars built by Pullman between 1890 and 1892.

OMAHA & COUNCIL BLUFFS STREET RAILWAY CO.

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
92-183	Jones	Note	Peckham 9A	2-GE52	K10	20,300	28	29'-10"	6'-2"	8'-8"*		1920's	*Note 1*
206-215	American	1908	Peckham 1405	2-GE80	K11	35,300	34	41'-2"	7'-6"	9'-2"*	775	1930's	*Single end, 2-man car*
216-221	American	1907	Peckham 1405	2-GE80	K11	35,300	34	41'-2"	7'-6"	9'-2"*	739	1930's	*Single end, 2-man car*
222-231	Cincinnati	1904	Peckham 1405	2-GE67	K11	34,400	33	41'-2"	7'-6"	9'-2"*	230	1930's	*Single end 2-man rebuilt 1924 as double end 1 or 2 man car.*
232-251	Cincinnati	1905	Peckham 1405	2-GE80	K11	34,400	34	41'-2"	7'-6"	9'-2"*	395	1930's	*Single end 2-man car*
252-276	American	1906	Peckham 1405	2-GE80	K11	35,300	34	41'-2"	7'-6"	9'-2"*	660	1930's	*Cars 271-300 equipped with cross seats*
277-300	American	1907	Peckham 1405	2-GE80	K11	35,300	34	40'-8"	7'-6"	9'-2"*	739	1930's	
401-510	Jones	Note	Peckham 9	2-GE52	K10	14,000	50	32'-7"	7'-8"	8'-11"*		1920's	*Note 2*
511-520	Co. Shops	1913	Baldwin	–	–	29,000	58	42'-9"	8'-7"			1934	*Trailers pulled by 700 series cars. Retired 1929.*
601-608	Co. Shops	1907	Taylor	2-GE57	K11	34,700	56	46'-6"	8'-11"	9'-1"*		1931	*Double truck open cars. Used motors from sweepers in summer months. Last used in summer of 1929.*
701-710	American	1903	Brill 27MCB	4-GE57	K6	49,900	45	46'-8"	8'-7"		468	1934	*Originally 200-210 renumbered 1907 open rear platform enclosed 1918.*
711-715	American	1907	Brill 27E1	4-GE57	K6	50,400	45	46'-8"	8'-7"		740	1934	*Open rear platform enclosed 1918.*
801-808	Co. Shops	1908	Brill	4-GE532	K35G2	41,900	39	42'-0"	8'-6"	9'-0"*		1940's	*Note 3*
809-823	Co. Shops	1909	Brill 27GE1	4-WH323A	K35G2	44,000	41	42'-0"	8'-6"	9'-0"*		1940's	*Note 4*
824-833	Co. Shops	1909	Brill 27GE1	4-WH323A	K35G2	43,300	44	42'-0"	8'-6"	9'-0"*		1940's	*Note 5*
834-843	American	1909	Brill 39E	Note	K35G2	39,700	43	42'-0"	8'-7"	9'-0"*	808	1940's	*Note 6*
844-868	American	1910	Brill 39E	Note	K35G2	39,700	43	42'-0"	8'-7"	9'-0"*	869	1940's	*Note 6*
869-893	American	1911	Brill 39E	Note	K35G2	39,900	43	42'-0"	8'-7"	9'-0"*	904	1940's	*Note 6*
894-899	Co. Shops	1912	Brill 27G1	4-GE226	K35G2	39,900	43	42'-0"	8'-7"	9'-0"*		1940's	*Note 7*
900-907	Co. Shops	1912	Brill 27G1	4-GE226	K35G2	43,900	44	42'-0"	8'-7"	9'-0"*		1940's	*Note 8*
908-948	Co. Shops	1913	Brill 27G1	4-GE247	K35G2	43,000	44	42'-0"	8'-7"	9'-0"*		1940's	*Note 8*
949-953	Co. Shops	1915	Brill 27G1	4-GE247	K35G2	43,000	42	42'-0"	8'-7"	9'-0"*		1940's	*Note 8*
954-963	Co. Shops	1915	Brill 27G1	4-WH323A	K35G2	43,000	42	42'-0"	8'-7"	9'-0"*		1940's	*Note 8*
964-973	Co. Shops	1915	Brill 39E	Note	K35G2	43,000	42	42'-0"	8'-7"	9'-0"*		1940's	*Note 8*
1001-1040	Co. Shops	1918	Brill 76E	4-GE247	K35G2	34,300	49	45'-0"	8'-5"	11'-3"		1950's	*Converted to 1-man in 1932*
1051,1053,1055	Brill	1915	Brill76E6	4-GE247	K35G2		46	45'-4"	8'-7"		19799	1953	*Note 9*
1052,1054	Brill	1916	Brill 76E6	4-GE247	K35G2		46	45'-4"	8'-7"		20066	1953	*Note 9*
1056-1058	Brill	1918	Brill76E6	4-GE247	K35G2		50	45'-6"			20771	1953	*Note 10*
1501-1505	American	1920	Brill 79E1	2-GE	K63BR	16,600	28	28'-1"	7'-8"	9'-10"	1258	1950	*Car 1503 scrapped 1937, Car 1504 scrapped 1941.*
1551-1556	Brill	1920	Brill 79E1	2-GE	K63BR	16,600	28	28'-1"	7'-8"	9'-10"	21994	1950	*Note 11*
1557,1559	American	1919	Brill 79E1	2-GE	K10	16,600	28	28'-1"	7'-8"	9'-10"	1222	1950	*Purchased 1930 from Sioux Falls Traction System, Sioux Falls, S.D. Cars from their series 21-25.*
1558,1560	Brill	1920	Brill 79E1	2-GE	K63BR	16,600	28	28'-1"	7'-8"	9'-10"	21230	1950	*Purchased 1930 from Sioux Falls. Cars from their series 26-28. Car 1560 scrapped 1941.*
1561-1571	Cincinnati	1919	Cinc 139	2-GE 264	K36B	17,000	32	27'-9"	8'-0"	9'-10"	2420	Note	*Note 12*

NOTE 1 *Single truck, single end 2-man cars. Cars 170-171 on roster as passenger cars in 1938 when converted to salt cars. Date cars built: 92-95, 1895; 96-99, 1896; 100-116, 1898; 117-119, 1899; 120-124, 1900; 125-150, 1901; 151-153, 1902; 154-163, 1903; 164-183, 1904. Cars 100-183 equipped with 2-GE54 motors. Cars 92-99, 29'-0" length. Cars 164-183, 31'-9" length.*

NOTE 2 *Single truck 10-bench open car. 401-405 double end, 406-510 single end. Date cars built: 401-409, 1896; 410-440, 1898; 441-460, 1901; 461-480, 1903; 481-490, 1904; 491-499, 1905; 500-510, 1906. Cars 461-480 equipped with 2-GE54 motors. Cars 481-510 equipped with 2-GE67 motors. Cars 441-510, 33'-2" length.*

NOTE 3 *Originally 2-man cars equipped with Taylor trucks. 12 sets of Brill 51E1 trucks were rotated among 801-820 after 1932. 803, 807 and 808—36 seats.*

NOTE 4 *814-822 retained as 2-man cars while remainder of series converted to 1-man in 1930's. 810 and 812 rebuilt with steel sides. 809-811—42 seats. 812, 823-824—44 seats. 813—43 seats.*

NOTE 5 *824-827, 830, 832-833 converted to 1-man in 1930's. 828, 829 and 831—41 seats. 832—45 seats.*

NOTE 6 *Maximum-Traction Trucks re-equipped as 4-motor cars with 2-GE264 and 2-WH323A motors. Converted to 1-man in 1930's. 846 rebuilt with arch roof and 3-window front. 867 rebuilt with arch roof. 887 and 891 scrapped in 1934.*

NOTE 7 *Converted to 1-man in 1930's. 894 and 898—42 seats. 895—44 seats.*

NOTE 8 *Converted to 1-man in 1930's. 903-929 weighed 42,600. 904, 914, 919 and 972 rebuilt with steel sides. 964-973 maximum-traction trucks - see Note 6. 908-910, 951—43 seats. 926, 927 and 929—42 seats. 905 involved in a runaway in 1941 and scrapped. 964 and 970 scrapped 1935.*

NOTE 9 *Cars purchased 1930 from Schuylkill Railway, Girardville, Pa. Numbers 303, 301, 304 and 307, 308 respectively. Converted to 1-man 1932. 1052 scrapped 1947. Original dimensions 47'-0" length and 8'-2" width.*

NOTE 10 *Built for Lewiston, Augusta & Waterville 122, 124, 126 order cancelled and not delivered thereto. Purchased 1930 from Schuylkill Rwy. numbers 124, 126, 122 respectively. Converted to 1-man 1932.*

NOTE 11 *Purchased 1924 from Boston Elevated Rwy., Boston, Mass. numbers 9043, 9046, 9047, 9052, 9066, 9067 respectively. Car 1556 scrapped 1931.*

NOTE 12 *Purchased 1930 from Ottumwa Railway and Light Co. from their series 6-21. Scrapped 1565, 1566, 1570 in 1934; 1562, 1564, 1569, 1571 in 1937; 1563 in 1946; 1561, 1567, 1568 in 1950.*

**Height measured from sill plate to top of roof.*

Roster of work equipment and predecessor companies not researched at time of publication.

UNION ELECTRIC COMPANY—DUBUQUE

54	Company Shops												*Double truck car built from two single truck cars. Used for special movements. Named "Admiral".*
57-75 (odd)	St. Louis	1901					50				159		*10 bench open cars.*
64-82 (even)	St. Louis	1901									160		*Closed cars.*
77-89 (odd)	St. Louis	1902					50				247		*10 bench open cars.*
91,93	American	1906					50				630		*10 bench open cars.*
94	American	1906						20'-1"			629		*Closed car*
95-99 (odd)	American	1907					50				691		*10 bench open cars.*
96-100 (even)	Danville	1907						20'-0"					*Closed cars*
102-110 (even)	Danville	1909						21'-0"			531		*Closed car*
112-122 (even)	American	1911	Brill 21E	2-GE67				31'-1"	8'-3"		913		*Closed car*
200-210 (even)	American	1913	Brill 39E	2-GE203	K36J	37,600	40	40'-0"	8'-10"	12'-0"	1000	–	*Sold 1932 to Waterloo, Cedar Falls & Northern.*
212-222 (even)	American	1914	Brill 39E	2-GE203	K36J	37,600	40	40'-0"	8'-10"	12'-0"	1025	–	*Same numbers*
	McG-C	1911					–						*Sweeper*
6 cars	St. Charles	1890	McGuire A1		K2		22	31'-1"	7'-9"	12'-2"			*Note 1*

NOTE 1 *Ex-Milwaukee (TMER&L) 242,247,248,251-253. 251 equipped with 2-Edison 14 motors. Acquisition date unknown.*

Early equipment:

In December 1897, reportedly, there were 16 motor cars and 7 trailer cars built by American and St. Louis Car Co. for the Dubuque Light & Traction Company and 15 motor cars and 10 trailer cars built by Brill for the Dubuque Street Railway Co.

FORT MADISON STREET RAILWAY CO.

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
1-4	Wells & French	1896	Single	WH									*Closed cars*
4 cars	Wells & French	1896	Single										*Open trailers*
4 cars		1896											*Trailers*
2 cars			Single										*Open motors. Acquired 1898 Ex-Chicago City Rwys Co. 1739 & 1790.*
4 cars	McGuire-Cummings	1916											*Note 1*

NOTE 1 *Similar to Iowa City 1-4. One source indicates cars home-built. Another source indicates 2 cars built in 1911.*

IOWA CITY ELECTRIC RAILWAY CO.

1-4	McG-C	1910	McGuire										
5-6	McG-C	1912	McGuire										
1 car													*Ex-Chicago Consolidated Traction Co. 209 which was destroyed in an accident.*
4 cars		1916											
?						—							*Sweeper*

OSKALOOSA TRACTION & LIGHT CO.

12		1906	Single										*City car*
14	Jack. & Sharp	1902	Peckham	2-WH101B		62,600		41'-0"					*Ex-Indianapolis, Shelbyville & Southeastern Traction Co.*
(Above 2 cars originally used by Oskaloosa & Buxton Electric Rwy.)													
100	St. Louis	1913	STL 78					32'-4"			960		*Single truck city car*
101-106	St. Louis	1917	STL 124					29'-7"	8'-0"		1132		*Single truck city car*
3 cars													*Trailers acquired 1906 from Twin City Rapid Transit Co.*
?						—							*Sweeper*

Early equipment:

In 1903 there were 10 cars on the property.

KEOKUK ELECTRIC RAILWAY

3-4	Pullman	1891									714		*Open motor*
3 cars			Brill 21E					20'-0"					*Single truck second hand closed cars acquired 1909 Ex-Chicago Rwys.*
15 other cars													
60-62	St. Louis	1912	St. Louis 46								895	1928	*Single truck closed car*
63	St. Louis	1913	St. Louis 46								962	1928	*Single truck closed car*
64	American	1914	Brill								1021	1928	*Closed car*
65	American	1916	Brill 78M1	GE				27'-9"	7'-6"	10'-0"	1062	1928	*Birney*
103	Cincinnati	1913	Double								1705		*Sold 1928 to Toledo & Indiana, number 135, sold 1942 to Georgia Power Co. (Atlanta) number 473.*

Early equipment:

In 1896 there were 11 motor cars and 4 trailer cars. By 1898 there were 10 two-motor cars, equipped with GE, Walker and Westinghouse motors, and 8 trailer cars. All cars were single-truck and were built by Pullman and St. Louis. The fleet grew to 16 motor cars and 8 trailer cars in 1901.

CLINTON STREET RAILWAY

1-7	St. Louis	1902	Du Pont	GE67	K-10		32	33'-4"			337		*Note 1*
6(2nd), 8	American	1905	Brill 21E	GE52	K-10		32	30'-8"			583		*Semi-Convertible car*
9-10	American	1907	Brill 21E	GE67	K-10		32	31'-8"	8'-5"		756		*Semi-Convertible car, 9 in storage by 1936.*
12,14	American	1908	Brill 21E	GE52	K-10		32	30'-8"			791		*Semi-Convertible car*
17-19 (1st)	Pullman	1890	Peckham	GE52	K-10						635		*18, 19 apparently scrapped by 1905, 17 in service in 1914.*
15-21	American	1905	Brill 21E	GE52	K-10		50	31'-2"			582		*10 bench open car.*
24-25	American	1910	Brill 21E	GE52	K-10		32	30'-1"			880		*Semi-Convertible car*
													Also in 1905 company had ex-horse cars in trailer service.
100-107	St. Louis	1913	Warner	WH-307	K36J		40	40'-2"			1011		*In storage by 1936*
100	Co. Shops	1905		GE87			—						*Snowplow*
	McG-C	1913					—						*Single-truck sweeper*
	Peckham			GE80	K-10		—						*Single-truck work car*
				—	—		—						*Dump trailer*
	McG-C	1913					—						*Single-truck sprinkler*

NOTE 1 *1-5, 7 renumbered 22-23, 26-29, not in order—6(1st) apparently retired before 1905. 22 in storage by 1936, 23 not on property in 1914.*

Early equipment:

By 1896 the company had acquired 12 motor cars and 6 trailer cars. An additional trailer car was acquired in 1899. By 1901 6 additional motor cars and 3 additional trailer cars were acquired. These motor cars were equipped with GE motors. 2 cars had 1 motor each while the remaining 4 cars had 2 motors.

ALBIA LIGHT & RAILWAY CO.

1	Stephenson	1892	Single								—	—	*Closed passenger motor acquired second-hand in 1907 rebuilt as a linecar sold to ISU in 1925.*
2	Stephenson	1892	Single									Circa 1915	*Closed passenger motor*
3-4	Stephenson	1892	Single	—	—							Circa 1915	*Closed passenger trailer acquired second-hand in 1907.*
5-6			Single	2-GE52								1925	*Closed passenger motor, Ex-Chicago Rwys Co. acquired 1909.*
7	McG-C	1909	Single									1925	*Closed passenger motor rebuilt as a coal motor Circa 1915.*
8	McG-C	1909	Single				—						*Steel coal motor*
9	Barber	1912	Single									—	*Note 1*
10			Single									1925	*Open passenger motor*
11	Tri-City Rwy	1916	Single									1925	*Closed passenger motor*
12	Tri-City Rwy	1916	Single									1950	*Out of service 1925 stored on ISU track in Albia until scrapped.*

NOTE 1: Closed passenger motor shopped Circa 1915 for rebuilding as double truck. Sold to ISU, uncompleted in 1922.

WATERLOO, CEDAR FALLS & NORTHERN RAILROAD

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
City Cars													
1-2				–	–							1910	*Ex-Cedar Falls & Normal Ry. 1-2 single-truck closed trailer, acquired 1898.*
6-8	Pullman	1896									865		*Single truck open motor*
9-10	Pullman	1896						28'-0"	8'-0"		868		*Single truck closed motor 10 rebuilt to line car 11 in 1909.*
11-12	Barney-Smith	1898											*Single truck closed motor.*
14-17		1899											*Single truck open motor.*
18-19													*Single truck closed motor. Five cars of group 6-19 destroyed, 1907, Dane St. carbarn fire.*
28	American	1902									452	1907	*Single truck convertible motor. Destroyed in Dane St. carbarn fire.*
40-49	McG-C	1908	Columbian	2-AC301	K-10	23,000	24	28'-11"	7'-10"	11'-2"		1924	*Note 1*
50-54	McG-C	1909	Columbian	2-AC301	K-10	23,000	24	28'-11"	7'-10"	11'-2"		1924	*Note 1*
60-74	McG-C	1908	Columbian	2-AC301	K-10	22,000	50	28'-4"	10'-0"	11'-0"		1924	*Note 2*
90-99	St. Louis		St. Louis	–	–		35	24'-7"	7'-7"	10'-6"		1917	*Note 3*
200-210 (even)	American	1913	Brill 39E	2-GE203	K36J	37,660	40	40'-0"	8'-10"	12'-0"	1000	Note	*Note 4*
212-222 (even)	American	1914	Brill 39E	2-GE203	K36J	37,660	40	40'-0"	8'-10"	12'-0"	1025	Note	*Note 5*
300-305	McG-C	1910	Taylor	2-AC301	AC-53	28,000	32	32'-2"	8'-5"	11'-6"		Note	*Note 6*
306-311	McG-C	1913	Taylor	2-WH323	K36J	24,800	32	32'-2"	8'-5"	11'-6"		Note	*Note 7*
350-369	American	1921	Brill 79E1	2-WH508A	K63RB	14,550	32	28'-0"	8'-0"	9'-9"	1284	1936	*Single truck Birneys, 350 scrapped 1938; 359, 1939.*
380-382	P.A. Thomas	1930	Brill 76E1X	4-GE265A	K75	32,500	44	39'-6"	8'-5"	10'-4"		Note	*Note 8*
Interurban cars													
1	Stover	1908					20						*6 cylinder, 60 hp, 4 wheel gas bus used on Summer line—Disposition unknown*
9				–	–							1916	*Ex-steam road coach (trailer) destroyed in Cedar Falls carbarn fire.*
14				–	–							1916	*Ex-steam road open end observation car (trailer) destroyed by fire at Sans Souci (Waterloo).*
15	Wagner		Wagner	–	–	53,600	52	59'-1"	10'-0"	13'-5"		1936	*Note 9*
16	Wagner		Wagner	–	–	57,800	58	61'-0"	9'-8"	13'-7"		1928	*Note 9*
17	Wagner		Wagner	–	–	53,300	52	61'-0"	9'-8"	13'-7"		1936	*Note 9*
18	Wagner		Wagner	–	–	54,000	62	63'-1"	9'-8"	13'-10"		1936	*Note 9*
20 ("Waterloo")	Pullman	1897	McGuire 20A	4-GE80	K28B	46,500	48	45'-4"	8'-7"	12'-0"	885	1936	*Rebuilt as an express trailer 1920; new weight 32,500.*
21 (1st) ("Cedar Falls")	Pullman	1897	Peckham	4-GE80	K28B	46,500	48	45'-4"	8'-7"	12'-0"	885	1907	*Destroyed in Dane St. carbarn fire.*
21 (2nd)		1899										–	*Believed to be Car 24 renumbered after 1907. Rebuilt 1913 to line car 21.*
22-23	Pullman	1897		2-AC301	K-10	41,600	46	43'-0"	8'-10"	12'-0"	886	–	*Open trailers motorized in 1899. Destroyed by fire, 22 in 1924 and 23 in 1907 (Dane St. carbarn).*
24		1899										–	*See 21 (2nd)*
25	McG-C	1912	McG-C70A	4-WH317A3	HL	75,760	–	53'-2"	9'-2"	13'-6"		1947	*Express motor*
26	McG-C	1911	McG-C70A	4-GE73	C74F	78,500	–	53'-2"	9'-2"	13'-6"		1946	*Express motor rebuilt with 4-WH317A motors and Type M control.*
27 (1st)	McG-C	1910	McG-C20A	4-GE80	K28B	56,000	–	52'-2"	9'-0"	12'-4"		1916	*Express motor destroyed in Cedar Falls carbarn fire.*
27 (2nd)	McG-C	1908	McG-C20A	4-WH317A	HL	69,000	–	51'-7"	9'-2"	12'-11'		1952	*Express motor, rebuilt 1928 from car 81. Removed from service late 1940's.*
28	McG-C	1910	McG-C20A	4-GE80	K28B	54,600	–	52'-2"	9'-0"	12'-4"		1924	*Express motor*
29 ("Denver")	Jewett	1902	McG-C	4-WH317A3	HL	71,400	50	59'-4"	9'-0"	13'-0"		1924	*Combine*
30-32	McG-C	1910	McG-C70A	4-WH317A3	HL	75,000	52	57'-6"	9'-2"	13'-6"		1936	*Combine. 31 retired 1936 scrapped 1942. 32 retired 1927.*
33-34	McG-C	1912	McG-C70A	4-WH317A3	HL	77,800	52	58'-9"	9'-2"	13'-10"		1936	*Combine 33 retired 1927. 34 rebuilt with extended baggage compartment 1932.*
80-81	McG-C	1908	McG-C20A	4-WH317A3	HL	69,000	44	51'-7"	9'-2"	12'-11"		1950's	*Note 10*
100	McG-C	1914	McG-C70A	4-WH333E7	HL	102,700	40	60'-3"	10'-4"	13'-9"		1967	*Note 11*
101	McG-C	1914	McG-C70A	4-WH333E7	HL	94,800	40	60'-0"	10'-4"	13'-9"		1954	*Note 11*
102	McG-C	1914	McG-C70A	4-WH333E7	HL	100,100	40	60'-0"	10'-4"	13'-9"		1954	*Note 11*
140	McG-C	1914	McG-C70A	4-WH333E7	HL	95,320	52	58'-3"	10'-7"	13'-9"		1954	*Note 12*
141	McG-C	1914	McG-C70A	4-WH333E7	HL	96,560	52	58'-3"	10'-7"	13'-9"		1960	*Note 12*
142	McG-C	1914	McG-C70A	4-WH333E7	HL	94,000	52	58'-3"	10'-7"	13'-9"		1954	*Note 12*
143	McG-C	1914	McG-C70A	4-WH333E7	HL	94,260	52	58'-3"	10'-7"	13'-9"		1924	*Note 12*
Locomotives													
2	W&CFRT						–						*Double truck steeple cab locomotive.*
3	W&CFRT	1910	Taylor	4-AC75	K-14	60,000	–	28'-10"	9'-0"			1916	*Possibly a renumbering of locomotive 2. Destroyed by fire at Cedar Falls carbarn.*
4	WCF&N	1910	McG-C70A	4-AC75	K-14	110,700	–	31'-0"	9'-0"	13'-0"		1957	*Rebuilt 1930 with 4-GE73 motors and HL control. New weight 112,000.*
5	WCF&N	1912	McG-C70A	4-GE73	HL	105,500	–	33'-4"	9'-6"	13'-6"		1957	*Rebuilt 1940, new weight 114,000. Originally C74F control.*
6	BLW-WH	1927	Baldwin	4-WH562D5	HL	100,000	–	35'-6"	9'-0"	12'-0"	60047	1957	
7	NST	1925	American	4-GE239	M	114,000	–	32'-3"	9'-0"	12'-0"		1957	*Note 13*
180-184	McG-C	1914	McG-C70A	4-WH308E3	HL	120,300	–	35'-0"	9'-1"	13'-1"		1957	*Note 14*
185	BLW-WH	1912	Baldwin	4-WH308D3	HL	124,500	–	32'-2"	10'-1"	12'-0"	38297	1954	*Note 15*
186-187	BLW-WH	1912	Baldwin	4-WH308D3	HL	124,500	–	32'-2"	10'-1"	12'-0"	38154 38298	1957	*Note 16*
190	GE	1914	Alco	4-GE251B	HL	131,000	–	36'-0"	9'-7"	13'-2"	4903	1954	*Ex-Bush Terminal 23 acquired and rebuilt 1939. In service 1940. Destroyed by fire at Shops.*
207-208	GE	1931	GE	4-GE818A2	M	170,000	–	37'-6"	10'-5"	14'-0"	11389 11390	1957	*Ex-Interstate Iron 207-208 acquired 1947.*
1-3	EMD	1957	EMD	4-EMD-D37B	EMD	229,600	–	44'-5"	10'-3"	14'-6"	23475 23477	–	*Diesel Model SW-9, 900 HP.*
4	EMD	1958	EMD	4-EMD-D37B	EMD	229,600	–	44'-5"	10'-3"	14'-6"	24007	–	*Diesel Model SW-9, 900 HP. Ex-EMD LaGrange (III) Plant Switcher acquired 1959.*
Work Cars													
1	WCF&N	1909	McG-C20A	4-GE80	K28B	43,500	–	41'-0"	9'-11"	12'-0"		1936	*Cab-on-flat work motor rebuilt 1913 to 51'-0" long. New weight 45,000.*
2	WCF&N	1912	McG-C20A	4-WH327C	K28B	43,500	–	41'-0"	9'-8"	12'-5"		1941	*Cab-on-flat work motor. Originally number 3. Motors removed and installed on 208 and 222.*
11	Pullman	1896	Taylor	2-GE301	K-10	25,600	–	28'-0"	9'-0"	11'-0"		1928	*Line car rebuilt 1909 from city car 10.*
21	Pullman	1899		4-WH327	HL	65,400	–	44'-11"	8'-7"	13'-2"		1925	*Line car rebuilt 1913 from interurban car 21 (2nd).*
79	McG-C	1910	Taylor	2-GE80	K36J	30,400	–	31'-0"	8'-4"	12'-0"		1949	*Line car rebuilt 1928 from city car 303 and parts from line car 11.*
80	McG-C	1908	McG-C20A	4-WH317A3	HL	79,100	–	51'-7"	8'-10"	13'-7"		1960	*Line car rebuilt 1925 from interurban car 80 retired 1957.*
99	Pullman			–	–								*Private car. Ex-steam road acquired about 1902.*
101							–						*Single truck line car*
150	Pullman	1915		–	–	85,000		59'-0"	10'-0"	13'-2"			*Private car. Acquired 1915 from Chicago Great Western. Sold 1923 to Sugarland Ry (Texas).*
X1-X3	McG-C	Note	McG-C	3-GE80	K-10	26,100	–	28'-3"	9'-0"	11'-0"		1956	*Note 17*
X4	WCF&N	1923	MCB	–	–	58,800	–	35'-6"	9'-3"			1941	*Double truck snow plow rebuilt from flat car 2186.*

WATERLOO, CEDAR FALLS & NORTHERN RAILROAD (Continued)

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
X5	WCF&N	1932	Taylor	4-WH323	K36J	40,000	–	32'-2"	8'-11"	12'-0"		1936	*Double truck ice-cutter rebuilt from city car 306 (extra truck from 309) in 1932.*
X6	McG-C	1913	McG-C	2-GE67		26,100	–	28'-3"	9'-0"	11'-0"		1941	*Single truck sweeper. Ex-Dubuque Electric Co. purchased 1936 for parts only.*
X100	WCF&N	1941	MCB	–	–	94,800	–	46'-0"	9'-11"	15'-1"		1960	*Portable substation built on flat car 3007. Retired 1957.*
X3008	WCF&N	1936	MCB	–	–	100,700	–	42'-4"	10'-7"	13'-7"		1972	*Snow plow and flanger built on flat car 3008.*
X3009	WCF&N	1949	MCB	–	–	137,400	–	58'-4"	10'-1"	8'-5"		1960	*Snow plow built on flat car 4014.*

NOTE 1 *Single truck closed motor, rebuilt to one-man in 1916. Replaced by Birneys in 1921. Used in winter season-trucks exchanged with 60-74 series.*

NOTE 2 *Single truck open motor converted to trailers in 1916. Used in summer season-trucks exchanged with 40-54 series.*

NOTE 3 *Single truck open trailers, 91 destroyed, 1916, Cedar Falls carbarn fire; 95 and 98 wrecked, 1914, Chautauqua Park (Waterloo).*

NOTE 4 *Ex-Union Electric Company, Dubuque, same numbers acquired 1932. Cars 200, 202, 210; Baldwin type M trucks. Scrapped: 200, 1948; 202, 1941; 204, 1939; 206, 1941; 208 burned at shops 1945 scrapped 1947; 210, 1948.*

NOTE 5 *Ex-Union Electric Company, Dubuque, same numbers, acquired 1932. Scrapped: 212, 1938; 214, retired 1941, scrapped 1947; 216, 1939; 218, 1939; 220, 1938; 222, 1949.*

NOTE 6 *Single truck closed motors rebuilt to one-man about 1916 scrapped: 300, 1936; 301 destroyed by fire, 1916, Cedar Falls carbarn; 302, 1936; 303 rebuilt to line car 79, 1928; 304, 1935; 305, 1924.*

NOTE 7 *Same as 300-305. Scrapped: 306, rebuilt, 1932, to ice cutter X5; 307, 1936; 308 wrecked 1925, scrapped 1927, 309 retired 1932 when truck used as second truck on X5, body scrapped 1936; 310, 1936; 311, 1925.*

NOTE 8 *Ex-Knoxville (Tenn) 380, 379, and 376 respectively, acquired 1948. 380 destroyed, 1949 by fire. 381 retired 1958; donated, 1960 to City of Waterloo; displayed in City Park until 1971; donated to Midwest Old Settlers, Mt. Pleasant, Iowa where preserved in 1974; 382 destroyed, 1954, Waterloo shops fire.*

NOTE 9 *Reportedly ex-Pennsylvania R. R. 15 rebuilt 1913. 16 damaged by fire 1924, 17 rebuilt 1925. 18 rebuilt as express trailer 1922 following damage by a fire.*

NOTE 10 *Combine 80 rebuilt as line car 80, 1925. 81 removed from passenger service 1928. Seats removed for express service. Rebuilt as 27 (2nd) in 1931.*

NOTE 11 *Open platform parlor buffet, no control position—trained with 140 series cars. Coach seats replaced buffet 1918-1919. Rebuilt as combines with control positions 1928, 1927 and 1927 respectively (control position only installed on 102 in 1921). Rear platform on 100 enclosed 1928. Original weight 94,800. Disposition: Car 100 donated 1956 to Iowa Chap NRHS transferred to Iowa Terminal RR 1966, destroyed by fire 1967. 101 and 102 destroyed by fire Waterloo shops 1954.*

NOTE 12 *Combine 143 reduced to frame by fire in 1920 at Peck, 141 rebuilt with extended baggage section 1936. 140 retired 1954, 142 used as shop's service car after 1954, retired 1957.*

NOTE 13 *Ex-Toronto Suburban Ry 300 acquired 1937. In service 1938. Originally operated and built by Niagara, St. Catherines & Toronto Rwy.*

NOTE 14 *180 sold to Iowa Transfer Ry, number 1, 1920. Resold to FDDM&S, 208, 1950. 182-183 destroyed by fire 1954 at Shops.*

NOTE 15 *Ex-Petaluma & Santa Rosa 100 acquired 1942. Destroyed by fire at Shops. Originally Portland, Eugene & Eastern 100, Southern Pacific 100.*

NOTE 16 *Ex-Interstate Iron 210-209 acquired 1944. 186 retired 1956, damaged in derailment. Originally PE&E 101-102, SP 101-102. Sold to Interstate in 1942.*

NOTE 17 *Single truck snow sweepers. Acquired 1906, 1910, 1912 respectively. Retired late 1940's. Controls on X2, X3, replaced with K36J from scrapped 200 series streetcars.*

THE TRI–CITY RAILWAY & LIGHT CO.

2-8(Even)	McG-C	1-car 1912 3-car 1913	McGuire	2-GE52	K-10	30,000	–	28'-3"	8'-11"	10'-9"			*Sweeper 2 and 3(?) sold 1936 to Chicago & West Towns Ry numbers 18 and 19.*
?	St. Louis		McGuire	2-GE57	K-11			26'-7"	7'-6"	10'-5"			*Note 1*
3,5	American		McGuire	2-GE80	K-10		60	35'-0"	7'-10"	11'-7"			*12 bench open car*
6,10	Stephenson		McGuire	4-GE67	K-6		44	41'-0"	8'-6"	12'-3"			*Closed car*
8	Stephenson		McGuire	4-GE67	K-28B		42	41'-0"	8'-6"	12'-3"			*Closed car*
7-13 (Odd)	St. Louis		McGuire	2-GE67	K-10		65	37'-5"	7'-9"	11'-5"			*13 bench open car Car 7-Bemis 40 trucks, Cars 7 and 11 K-6 control. Rebuilt to 303-306 in 1917.*
12,14	Cincinnati	1905	McGuire	4-GE67	K-6		44	43'-5"	8'-6"	12'-3"	145		*Closed car Ex-Moline, East Moline & Watertown Ry. Co. 12, 14.*
53			Standard 0-50	4-GE80	K-28B		40	38'-10"	8'-5"	12'-1"			*P.A.Y.E. car apparently acquired from Grand Rapids, Grand Haven & Muskegon.*
64-69	Pullman	1895	McGuire	2-GE57	K-10		45	26'-11"	6'-8"	10'-10"	859		*9-bench open car. Car 62 and 67, 2-GE52 motors.*
70-75	Pullman	1898	McGuire	2-GE57	K-10		45	26'-11"	6'-8"	10'-10"	898		*9-bench open car. Car 74 2-GE52 motors.*
76-85	Pullman	1898	McGuire	2-GE57	K-10		45	26'-11"	6'-8"	10'-10"	923		*Note 2*
79(2nd) 81(2nd)	Newburyport		McGuire	2-GE67	K-10		36	36'-0"	8'-2"	12'-4"			*Closed car*
86-95	St. Louis	1900	McGuire	2-GE52	K-10		50	30'-11"	7'-1"	11'-7"	108		*10 bench open cars*
200-237	Co. Shops	Note	Brill 27G	4-GE52	K-12	36,000	40	40'-7"	8'-6"	11'-4"			*Note 3*
238-243	St. Louis	1904	St. Louis 0-0	4-GE70	K-28B	36,000	36	41'-2"	8'-7"	11'-5"	463		*Note 4*
244	Co. Shops	1917	Brill 27G	4-GE52	K-12	40,000	44	42'-2"	8'-4"	11'-4"			
? cars	Co. Shops	1907	Peckham II	2-GE80	K-10		28	33'-0"	8'-6"	11'-6"			*Single truck cars. Numbers on roster in April 1918: 253-258, 266, 268-269*
280-285 1450,1486	C.U.T. Co.	1899 1900	Curtis or McGuire	4-GE52	K-12	38,000	40	39'-6"	7'-9"	11'-0"			*Note 5*
299	Brill	1911	Brill 27C2	4-WH101B2	K-28B		–	32'-6"	8'-0"	10'-4"	17268		*Double truck 4,000 gallon sprinkler. Contract to build sub-let to American Car Co. Order 908.*
303-306	St. Louis		Brill 39E1	2-GE80	K-10		40	37'-0"	8'-2"	11'-10"			*Rebuilt from 7-13 (odd) in 1917. Car 306 Standard 0-50 trucks.*
307-326	C.U.T. Co.	1899-1900	Peckham	2-GE57	K-35		44	40'-8"	7'-6"	10'-11"			*Note 6*
401-415	Cincinnati	1911	Standard 0-50	4-GE67	K-28B	40,000	42	44'-9"	8'-7"	11'-4"	1290	1913	*All cars destroyed by fire except 403 and 407 which were renumbered 414-415 (2nd). 408-415 Order 1310.*
416-435	St. Louis	1912	Standard 0-50	4-GE80	K-28B	40,000	40	45'-0"	8'-8"	11'-4"	918	1913	*Note 7*
426-435 (2nd)	St. Louis	1913	Bay State 12	4-WH323	K-35G	40,000	40	45'-0"	8'-8"	11'-4"	998		*Cars 428, 446-450, 4-GE200 motors.*
436-450	St. Louis	1913	Bay State 12	4-WH323	K-35G	40,000	40	45'-0"	8'-8"	11'-4"	998		
451-485	American	1913	Brill 51-E1	4-WH323	K-35G	40,000	40	43'-11"	8'-7"	11'-4"	1008		
486-495	St. Louis	1913	Bay State 12	4-GE200	K-35G	44,000	40	45'-0"	8'-8"	11'-4"	998		*Cars ordered for Cedar Rapids & Marion City as their 41-50. Transferred to Tri-City about 1914.*
505-507	St. Louis	1916	Standard 0-50	4-GE80	K-28U	35,000	44	42'-3"	8'-7"	11'-3"	1107		*Car 505 Brill 51-E-1 trucks*
601-606	American	1923	Brill			27,000	44	38'-6"			1329	1940	
City of Davenport	City of Davenport		McGuire 211	2-GE67	K-11		–	18'-0"	6'-6"	10'-9"		1918	*Single truck sprinkler*
Rock Island	Co. Shops		McGuire	2-GE54	K-10		–	25'-0"	8'-0"				*Flat work car with cab*
Moline	Co. Shops		McGuire				–	28'-0"	7'-8"				*Flat work car with cab*
Jumbo	Co. Shops			4-GE80			–						*Center cab work car rebuilt from old cars.*

NOTE 1 *Numbers on roster in April, 1918 2-8, 11, 25, 35, 56, 247. Cars 25, 35 and 247—2-GE52 motors. Car 35, K-10 control. Indications that cars in work service at this time.*

NOTE 2 *9-bench open car. Cars 74, 77, 81 and 83 2-GE52 motors. Car 77 Brill 21-E truck. Car 83 apparently rebuilt for work service prior to 1918.*

NOTE 3 *Date cars built: 200-203, 1900; 204-222, 1901; 223-229, 1902; 230-237, 1903. The following variations from standard equipment existed: Motors: 201, 211, 217—4-GE67; 202, 210, 212—4-GE80; 234—4-GE54. Control: 210—K-10; 212—K-28U Trucks: 201, 210, 212, 217-Standard 0-50; 211-Brill 39E1.*

NOTE 4 *Purchased in name of Davenport & Suburban. Car 242 Standard 0-50 trucks and 4-GE80 motors. One car (241?) sold to Rock Island Southern, 2.*

NOTE 5 *Cars built by Chicago Union Traction Co. Ex-CUT and Chicago Railways Co. 4477, 4488, 4523, 4538, 4539, 4554, 4496, 4533 renumbered 1431, 1442, 1476, 1490, 1491, 1505, 1450, 1486. 1450, 1486 rebuilt 1917 and retained numbers. Remaining cars rebuilt 1918 and renumbered 280-285 respectively. Cars 283-284 converted to salt cars and scrapped in 1940. Remaining cars scrapped prior to that.*

NOTE 6 *Originally 13 bench open cars. Acquired from and rebuilt by Chicago Surface lines, 1918, to include side sheathing and cross seats. Operated in consecutively numbered two-car trains. Ex-CUT and CRY's 5979-5982, 5984, 5986-5990, 5992, 5993, 5995, 5996, 5998, 5999, 6001, 6003-6005.*

NOTE 7 *Ten cars destroyed by fire remaining cars renumbered 416-425 (2nd). As renumbered Cars 421-425 4-WH323 motors and cars 423-425 Brill 51E1 trucks. Cars from this series rebuilt as cars for CD&M and MC&CL.*

Early equipment:

In 1896 there were 65 motor cars and 55 trailer cars on the roster.
In 1898 there were 75 motor cars and 50 trailer cars built by Pullman and St. Louis.

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
					CLINTON, DAVENPORT & MUSCATINE RAILWAY COMPANY								
Clinton Division													
1	Iowa & Ill.	1904					–					1912	*Locomotive parts used in locomotive 83.*
3	Pullman	1897	Peckham				–	30'-0"	8'-10"		880	–	*Note 1*
4				–	–		–					–	*Portable sub-station. Transferred to MC&CL in 1940.*
11-14	Stephenson	1904	Baldwin 134	4-GE73	L4	75,000	60	56'-0"				1940	*Note 2*
18	Stephenson	1904	Baldwin 134	4-GE73	L4	75,000	60	56'-0"				1931	*Combine renumbered 41 in 1925. Ex I & I 13.*
23-26	Tri-City Rwy	1924		4-GE203	K35G		37					1940	*Note 3*
31-34	Tri-City Rwy	1924		4-GE203	K35G		37					1940	*Note 3*
51-53	Stephenson	1904	Baldwin 128	–	–			45'-0"				1931	*51 scrapped in 1925 and 53 renumbered 51 (2nd). Ex I & I 51-53.*
55-56	Differential						–					1956	*Sold 1940 to Mason City Brick & Tile Co.*
57							–					1940	*Work motor.*
58							–					1940	*Motorized crane*
66	Tri-City Rwy						–					1940	*Powerhouse locomotive*
72	Davenport	1909		–	–		–						*Note 4*
77	Baldwin	1906	BLW	4-WH70S	HL	120,000	–				28002		*Purchased 1930 from Hoboken Shore RR, 3, sold 1940 to Capitol Transit, 054.*
83	Iowa & Ill.	1912					–						*Built using parts of I & I, 1 transferred 1919 to MC&CL, 3 renumbered 51. To Iowa Terminal 51.*
88	Tri-City Rwy			4-GE80	K35G		–					1940	*Locomotive*
94													*Caboose*
99	Tri-City Rwy						–					1940	*Locomotive*
101	Stephenson	1904					–	45'-0"				1940	*Express motor*
102-103	Stephenson	1904					–	56'-0"				1940	*Express motors rebuilt 1924 from 11 and 12 respectively.*
201				–	–		–	40'-0"				1925	*Express trailer*
	McG-C						–					1940	*Sweeper Ex-Clinton Street Rwy Co.*
Muscatine Division													
20	Tri-City Rwy	1923		4-GE217	HL	37,000	37					1940	*Rebuilt from Tri-City streetcar. Rebuilt and renumbered 23 in 1926 for Clinton Division.*
21-22	Tri-City Rwy	1923		4-GE217	HL	37,000	37					1938	*Rebuilt from 500 series Tri-City streetcars using equipment from 401 series.*
401	Niles	1912	Standard C50	4-GE217	K42A	62,000	52	50'-0"				1924	*Combine Ex-Davenport & Muscatine 401.*
402	Niles	1912	Standard C50	4-GE217	K42A	62,000	52	50'-0"				1925	*Combine, Ex-D&M 402, renumbered 16 in 1921.*
403	Niles	1912	Standard C50	4-GE217	K42A	62,000	52	50'-0"				1938	*Combine, Ex-D&M 403, rebuilt as freight motor 502 in 1924.*
404	Niles	1912	Standard C50	4-GE217	K42A	62,000	52	50'-0"				1938	*Combine, Ex-D&M 404, rebuilt as freight motor 501 in 1921.*
405	Niles	1912	Standard C50	4-GE217	K42A	62,000	52	50'-0"				1924	*Combine, Ex-D&M 405*
406	Niles	1912	Standard C50	4-GE217	K42A	62,000	52	50'-0"				1929	*Combine, Ex-D&M 406, renumbered 61 in 1925.*
500	Niles	1912	Standard C50	4-GE217	K42A		–	45'-0"				1938	*Express motor, Ex-D&M 451 renumbered 503 in 1925.*
501-502	Niles	1912	Standard C50	4-GE217	K42A		–	50'-0"				1938	*Express motor rebuilt from 404 (1921) and 403 (1924) respectively.*
503	Niles	1912	Standard C50	4-GE217	K42A		–	45'-0"				1938	*Express motor renumbered from 500 in 1925.*

NOTE 1 *Express motor transferred from Mason City & Clear Lake. Motorized by CD&M. Returned to MC&CL in 1919.*

NOTE 2 *Combine. 11 and 12 rebuilt 1924 to freight motor 102 and 103 respectively. 13 renumbered 18. 14 scrapped 1925. Ex I & I 11-14.*

NOTE 3 *Rebuilt from Tri-City 416-435 series. 23 originally 20 and was assigned to Muscatine Division until 1926. Renumbered 31-34 respectively in 1926. 33 scrapped 1930.*

NOTE 4 *Steam locomotive (2-8-0) built for Dakota & Western. Sold 1915 to Pine Bluff, Sheridan & Southern Railway.*

MUSCATINE TRACTION & LIGHT CO.

5 cars	American	1893	Single										*Closed motors. Two known numbers 5 and 6.*
2 cars	American	1893		–	–								*Trailer*
1 car		1897											*Motor*
1 car		1897		–	–								*Trailer*
3 cars		1898		–	–								*Trailer*
8 cars	American	1912	Brill 21E					31'-10"			976		*Single truck motor. Total number of cars unknown. Two numbers known 51 and 53 (series 51-58?)*

Early equipment:

In 1898 there 6 motor cars and 6 trailer cars on the property. By the end of 1900 the roster included 13 motor cars (2-GE motors each) and 3 trailer cars. Car builders: American and Jones. Trucks: McGuire, Dorner and Dutton.

CEDAR RAPIDS & MARION CITY RAILWAY

4-5	American		Double										*Deck roof suburban car*
7			Double										*Railroad roof suburban car*
14-22	Co. Shops	1904	Single										*Closed city car*
24,26,28			Single										*Closed city car*
2 cars	Co. Shops	1912	Single					21'-4"					*City car*
41-50	St. Louis	1913	Bay State 12	4-GE200	K35G	44,000	40	45'-0"	8'-8"	11'-4"	998		*Transferred to Tri-City Rwys, about 1914, 486-495.*
50-62	American	1918	Brill 78MI	2-WH506 (5 cars) 2-GE258 (8 cars)				30'-9"	7'-8"	9'-9"	1117	1938	*Birney. Retrucked 1919 with Brill 79E1.*
63-64	American		Brill 78MI										*Birney-possibly Ex-MC&CL*
100-109	American	1917									1087		*City Car*
110-115	St. Louis	1913	Bay State 12	4-WH323	K35G	40,000	40	45'-0"	8'-8"	11'-4"	998		*Transferred from Tri-City Railway, 1935. Cars from series 429-445.*
140-149													*City cars*
6 cars	Tri-City Rwy	1901	Brill 27G	4-GE52	K	36,000	40	40'-7"	8'-6"	11'-4"			*City cars transferred from Tri-City Rwy. 200 series. Not renumbered. Known number of one car-214.*
300							–						*Express motor rebuilt from passenger car*
335			Single				–						*Open city car. Perhaps one of a series.*
		1893(?)	Single				–						*Express motor*

CEDAR RAPIDS & MARION CITY RAILWAY (Continued)

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
B		1893	Single										*Express trailers-apparently other trailers existed*
			Double				–						*Express motor built new.*
			Double				–						*Line car built new.*
At least 2	McG-C		Single				–						*Sweepers.*

Early equipment:

In 1896 there were 17 motor cars and 12 trailers cars.
In 1899 there were 16 motor cars and 8 trailer cars (18 single-truck and 6 double-truck) as well as 2 locomotives. Carbuilders: American and St. Louis Trucks: McGuire

MASON CITY & CLEAR LAKE

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
1(1st),2	Pullman	1897	Peckham	–	–		–	17'-0"	8'-8"	–	884		*Flat car, single truck*
3(1st)	Pullman	1897	Peckham	–	–		–	30'-0"	8'-10"		880	–	*Note 1*
1 (2nd)	Pullman	1897	Peckham		R16		–	40'-1"	8'-7"	11'-10"	880	–	*Original number 3 in rebuilt condition returned from CD&M in 1919, rebuilt to 106.*
3(2nd)	Iowa & Ill Ry	1912	Baldwin	GE-73	L4	103,600	–	42'-7"	9'-6"	13'-1"	–	–	*Note 2*
4(1st)	Pullman	1897	Peckham 7B	2-		20,000	–	16'-0"	8'-10"		883	1920's	*Single truck express motor known as "The Pig"*
4(2nd),5(2nd)			Brill	4-GE80	K-35	49,200	44	45'-4"	8'-6"	11'-4"	–	1941	*One man interurban combine, rebuilt from Tri-City Railway cars in 1923.*
5(1st),6(1st)	Pullman	1897	Peckham 7B				24	16'-0" (Body)	7'-10"		882	1919	*Single truck closed city cars.*
6(2nd)			Brill	4-GE80	K-35	49,200	44	45'-4"	8'-6"	11'-4"	–	–	*Note 3*
7,8	Pullman	1897	Peckham 7B	2-Walker			19	29'-6"	7'-10"		881	1920's	*Single truck closed city cars with baggage compartments. Parts from 8 used in 105.*
9-14	Pullman	1897	Peckham	–	–		56	43'-1"	8'-7"	11'-10"	879	1930's	*Open trailers, 14 motorized prior to 1910.*
15	Pullman	1897	Peckham				48	40'-6"	8'-10"	11'-10"	878	1920's	*Closed trailer later motorized.*
16	Pullman	1897	Peckham	4-Walker	K-14		36	42'-0"	8'-10"	12'-3"	877	1934	*Combine, open rear platform, out of service in 1928. Re-equipped with Taylor trucks and 4-GE57 motors.*
17	McG-C	1907										1920's	*Interurban*
18,20	Pullman		McGuire	–	–			46'-0"	9'-6"	13'-6"		1920's	*Note 4*
19	Pullman		McGuire	4-GE73	M	66,600	–	46'-0"	9'-6"	13'-6"		1963	*Locomotive originally NY&BB number 97. See note 4. Retired late 1930's.*
21-22	American	1909	Brill 27E2	GE73	M		65	57'-3"	9'-2"	13'-2"	818	1947	*Combines retired in 1924. Stored at Emery. Bodies existed in Clear Lake until 1964.*
23-32				–	–		48	45'-9"	8'-8"	12'-2"		1934	*Ex-New York, New Haven & Hartford trailers acquired prior to 1910. Used in excursion service.*
33	Pullman	1898	Brill 21E	2-GE80	K-2	18,000	28				912	1920's	*Ex-Chicago Railways Co. single truck closed city car acquired in 1909.*
34	McG-C	1912	McG-C20A	4-GE73	M	92,000	–	50'-0"	9'-4"	12'-10"		1967	*Note 5*
35-36	Cincinnati			GE80	K-10		32	32'-10"	8'-3"	10'-8"		1964	*Note 6*
37-41	American	1918	Brill 78MIB	West 506	K-10		28	30'-9½"	7'-8"	9'-9"	1118	1941	*Single truck Birney cars retrucked to Brill 79E1 in 1919 stored at Emery from 1936.*
50	Okla. Rwy	1929	Standard	4-WH562D5	HLF	140,000	–	43'-3"	9'-9"	12'-6"	–	–	*Locomotive acquired from Oklahoma Rwy, ex-number 600, in 1946. Sold to Iowa Terminal in 1961.*
51	Iowa & Ill.	1912	Baldwin	4-GE73	L4	103,000	–	42'-7"	9'-6"	13'-1"	–	1963	*Note 7*
52	Baldwin	1917	Baldwin	4-WH308D3	HLF	120,000	–	32'-3"	10'-1"	12'-0"	45659	–	*Note 8*
53	Baldwin	1913	Baldwin	4-WH308D3	HLF	120,000	–	32'-3"	10'-1"	12'-0"	41054		*Note 8*
101	Rodgers	1906		–	–		–	36'-2"					*Single truck ballast car*
102	McG-C	1911	McG-C	2-GE80	K-36	26,000	–	28'-3"	7'-3"	11'-0"			*Single truck sweeper. To Iowa Terminal, 3, in 1961.*
103	Co. Shops	1911	Taylor	–	–		–	18'-8"	8'-6"	11'-0"	–		*Single truck line car, rebuilt from ?. Burned prior to 1928.*
104				–	–		–	30'-4"	9'-9"		–	–	*Ex-Pennsylvania Railroad fitted with snowplow blades sold to Iowa Terminal in 1961.*
105	Co. Shops	1920's					–				–	–	*Single truck line car built with parts from Car 8 sold to Iowa Terminal in 1961.*
106	Pullman	1897	Peckham	2-GE52	K-16		–	40'-1"	8'-7"	11'-10"	–	1963	*Work car rebuilt from 1(2nd) retired about 1947.*
107			Brill	4-GE80	K-35		–	45'-4"	8'-6"	11'-4"	–	1963	*Work car rebuilt from Car 6 about 1947 sold to Iowa Terminal in 1961 not renumbered by ITR.*
?													*Single truck Ruggles rotary snowplow in service in early 1920's. The truck exists in 1974.*

NOTE 1 *Express (milk) trailer rebuilt as a motor car in _____ by Clinton Davenport & Muscatine as their number 3.*
NOTE 2 *Built by Illinois & Iowa Railway, became Clinton, Davenport & Muscatine 83 transferred to MC&CL in 1919, cab burned in 1947, rebuilt and renumbered 51.*
NOTE 3 *One man interurban combine rebuilt from Tri-City railway car in 1923 rebuilt into work car 107 about 1947.*
NOTE 4 *Trailers acquired in April, 1909, ex-New York & Brooklyn Bridge. Later 18 used as an express car and 20 was motorized for express service.*
NOTE 5 *Express motor retired 1950's body used in Mason City for storage until 1963 when moved to Emery. Destroyed by fire.*
NOTE 6 *Single truck city cars acquired in December, 1916 from Tri-City Railways, rebuilt to one-man in 1918. 36 retired in 1938.*
NOTE 7 *Locomotive rebuilt from 3 (2nd) in 1947. Sold to Iowa Terminal in 1961, not renumbered, used for a brief period in maintenance of way service.*
NOTE 8 *Locomotives, originally Youngstown & Ohio River Railroad 5 and 3, respectively, acquired in 1933 by Union Electric (Kansas) 80 and 82 respectively acquired in 1948, sold to Iowa Terminal in 1961 as 60 and 61.*

CHARLES CITY WESTERN RAILWAY COMPANY

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
1-5	St. Louis		St. Louis				24	24'-0"	6'-0"	11'-6"			*Note 1*
10-11	McG-C	1915	McG-C	2-GE217B	R200B	20,000	34	28'-0"	8'-3"	11'-3"		1930	*One-man city car removed from service 1924.*
50	McG-C	1915	McG-C20A	4-GE217B	K-47A	60,000	38	48'-0"					*Semi-steel combine became Iowa Terminal 101, Dec. 1964.*
51	McKeen	1910	McKeen			60,000	60	55'-0"	9'-8"	12'-0"		1917	*Gas combine to Montana, Wyoming & Southern, "Bear Creek" used there until 1938.*
52	American	1892	Brill 27E	2-GE217B	R200B	43,000		42'-6"	8'-9"	12'-6"		1957	*Note 2*
53	Jewett	1910	BLW 75-20A	4-GE217B	C74A	59,600	46	44'-6"	8'-11"	12'-2"		1954	*Center-entrance interurban, acquired 1920, ex-Shore Line Electric Ry. # 7.*
200	GE	1941	GE	1-GE733		50,000	–	18'-2"	8'-0"	10'-4"	13089		*Direct-drive diesel locomotive to Iowa Terminal, #20, Dec. 1964.*
201	GE	1939	GE	2-GE733		90,000	–	28'-4"	9'-6"	12'-0"	12502		*Diesel-electric locomotive, ex-Port Everglades Belt Line, #45, Dec. 1964.*
300	McG-C	1915	McG-C10A	4-GE205E	M-C 101-A	70,000	–	32'-0"				–	*Steeplecab locomotive, to Iowa Terminal 30, Dec. 1964.*
301	Wason	1910	Baldwin MCB	4-GE217B	M	76,000	–	48'-0"				1927	*Double end snowplow with express car body, acquired 1920, ex-Shore Line Electric Railway.*
302	Wason	1910	Baldwin MCB	4-WH518C6	M	76,000	–	48'-0"				1960	*Express motor, acquired 1920, ex-Shore Line Electric Railway, #103.*
303	Texas-Elec.	1928	Brill 27 MCB	4-GE73C	K34D	110,000	–	34'-6"	8'-6"	14'-0"			*Note 3*
–	Co. Shops	1915	McG-C	Broom Motor only			–	28'-3"				1920's	*Snow Sweeper built with McGuire-Cummings parts.*
–	McKeen	1910					–	33'-0"	9'-8"			1910's	*200 hp gas switching locomotive, originally double rebuilt to single trucks.*
254						140,200	–						*Steam locomotive, ex-Chicago, Rock Island & Pacific, acquired 1911.*
394						160,000	–						*Steam locomotive, ex-Chicago, Rock Island & Pacific, acquired 1912.*

Note 1 *Single truck gas streetcars, acquired 1910 as trailers from Peoria Railway Company. Car 1 shopped for rebuilding as a line car but never completed. Scrapped circa 1926. Car 2 sold to Lee County Central Electric Railway, #2, 1915. Car 3 never rebuilt and scrapped 1915. Car 4 sold to Bellefonte Central RR, 1915. Car 5 sold to American Traction Co. 1916.*

Note 2 *Acquired 1915, ex-Twin City Rapid Transit city car, 621, used as interurban passenger car until 1920, then line car.*

Note 3 *Steeplecab locomotive, acquired Jan. 1949, ex-Texas Electric Railway 801, motor and controls from TE passenger car 314 (1st) to Iowa Terminal, 53, Dec. 1964.*

IOWA TERMINAL RAILROAD

Number	Builder	Built	Trucks	Motors	Control	Weight	Seats	Length	Width	Height	Order	Scrap	Notes
1	MC&CL	1920's					–				–	1967	*Note 1*
2	PRR	1917		–	–		–				–	–	*Note 2*
3	McG-C	1911	McG-B	2-GE80	K-36	26,000	–	28'-3"	7'-3"	11'-0"			*Note 3*
30	McG-C	1915	McG-C70A	4-GE205E	MC101A	70,000	–	32'-0"				–	*Ex-CCW 300 sold to Illinois Railway Museum March 1970 shipped in 1972.*
31	Cincinnati	1922	BLW78-35AA	2-WH557R5	WH28A	78,000	–	50'-0"	8'-8"	12'-4"	2605	1967	*Ex-Chicago, North Shore & Milwaukee 216 acquired 1963 destroyed by fire.*
(32)											2720	1968	*Number reserved for ex-CNS&M 239 which was never repainted or used by ITR. Stripped for parts.*
33	Cincinnati	1924	Baldwin	2-WH557R5	WH28A	74,000	–	50'-0"	8'-8"	12'-4"	2720	–	*Ex-CNS&M 234 stored until 1968, in service 1974.*
50(1st)	Okla. Rwy.	1929	Standard	4-WH562D5	HLF	140,000	–	43'-3"	9'-9"	12'-6"	–	1963	*Ex-MC&CL 50*
50(2nd)	Baldwin	1920	Baldwin	4-WH562D5	HLF	100,000	–	37'-0"	9'-9"	12'-0"	53748	–	*Note 4*
51	Baldwin	1921	Baldwin	4-WH562D5	HLF	100,000	–	37'-0"	9'-9"	12'-7"	54748	–	*Note 5*
52	Baldwin	1919	Baldwin	4-WH562D5	HLF	100,000	–	37'-0"	9'-9"	12'-7"	52669	1967	*Note 6*
53(1st)–See 50 (2nd)													
53(2nd)	Texas Elec.	1928	Brill 27 MCB	4-GE73	K-34D	110,000	–	34'-6"	8'-6"	14'-0"	–	–	*Ex-Charles City Western 303, transferred to Mason City division in 1968, in service in 1974.*
54	Baldwin	1923	Baldwin	4-WH562D5	HDFNN	100,000	–	35'-5"	10'-0"	11'-10"	56538	–	*Note 7*
–	Crandic	1923	McG-C	4-WH562D5	HLF	100,000	–	39'-2"	9'-0"	12'-7"	–	1969	*Note 8*
60	Baldwin	1917	Baldwin	4-WH308D3	HLF	120,000	–	32'-3"	10'-1"	12'-0"	45659	–	*Ex-MC&CL 52, originally ITR 2 renumbered to 60. In service in 1974.*
61	Baldwin	1913	Baldwin	4-WH308D3	HLF	120,000	–	32'-3"	10'-1"	12'-0"	41054	1970	*Ex-MC&CL 53*
62	Baldwin	1907	Baldwin			84,000	–				28042	1973	*Note 9*
70	Baldwin	1904	Baldwin			96,000	–				24210	1973	*Note 10*
80	Preston	1921				166,380	–	34'-6"				1973	*Ex-GRR 226 sold to ITR in 1963.*
81	Preston	1921				164,000	–	34'-6"				1973	*Ex-Lake Erie & Northern 337 sold to ITR in 1963.*
(82)	Preston	1921				164,000	–	34'-6"				1970	*Ex-GGR 228 sold to ITR in 1963 never used or repainted.*
100	McG-C	1914	McG-C70A	4-WH333E7	HL	102,700	41	60'-3"	10'-4"	13'-9"		1967	*Note 11*
101	McG-C	1915	McG-C20A	4-GE217B	K47A	60,000	38	48'-0"				–	*Ex-CCW 50 in storage in 1974.*
102	Cincinnati	1926	BLW 84-30AA	4-WH557R5	WH-28A	102,300	56	55'-3"	8'-8"	12'-7"	2890	–	*Note 12*
DIESELS													
20	GE	1941	GE	1-GE733		50,000	–	18'-2"	8'-0"	10'-4"	13089		*Ex-CCW 200 in service in 1974.*
45	GE	1939	GE	2-GE733		86,000	–	28'-4"	9'-6"	12'-0"	12502		*Ex-CCW 201, traded-in for 75 April, 1968 via Geo. Silcott to Mound City Terminal (St. Louis, Mo.), 1.*
65	GE	1952	GE	4-GE747		130,000	–	34'-6"	10'-1"	13'-5"	31549		*Ex-Hooker Electrochemical Co., Niagara Falls, N.Y., 4 sold to ITR Feb. 1965 in service in 1974.*
75	GE	1947	GE	4-GE748		140,000	–	37'-0"	10'-0"	13'-5"	29090		*Ex-Marianna & Blountstown RR 75 sold to ITR Nov. 1967, in service in 1974.*
76	GE	1953	GE	4-GE748		140,000	-	37'-0"	10'-0"	13'-5"	31726		*Ex-Tidewater Southern 743 sold to ITR Jan. 1969, in service in 1974.*

NOTE 1 *Single truck line car ex-MC&CL 105 destroyed by fire. See MC&CL roster for history on this car and all other former MC&CL equipment.*

NOTE 2 *Snow plow built on short depressed center flat car, ex-MC&CL 104, present plow blades from Des Moines & Central Iowa X-3, purchased in December, 1969. Tower from Charles City Division line car.*

NOTE 3 *Single truck sweeper, ex-MC&CL 102 sold to Midwest Central Railroad (Museum), Mt. Pleasant, Iowa in 1973.*

NOTE 4 *Originally Washington & Old Dominion 50, sold 1948 to Crandic 58, sold 1956 to Kansas City, Kaw Valley, 507 sold to ITR 1963 numbered 53 until 50 (1st) was scrapped. In service in 1974.*

NOTE 5 *Originally Northeastern Oklahoma 2 sold 1940 to Crandic 57, sold 1954 to KCKV 505 sold 1963 to ITR. In service in 1974.*

NOTE 6 *Originally NEO 1, sold 1940 to Crandic 56, sold 1954 to KCKV 506 sold to ITR 1963, destroyed by fire. Truck under 54 in 1974.*

NOTE 7 *Ex-Southern Iowa Rwy 400 sold to ITR May, 1968. Originally numbered 52 (2nd) but promptly renumbered 54 in service in 1974.*

NOTE 8 *Ex-Crandic 53 transferred 1954 to Cedar Rapids Power House sold to ITR 1968, stripped for parts never used at Emery.*

NOTE 9 *Ex-Galt Preston & Hespeller RR 20 rebuilt and renumbered 224 by Grand River Railway (successor to GP&H) in 1921, sold to ITR in 1963 assigned to Charles City, transferred to Mason City in March, 1969.*

NOTE 10 *Originally Preston & Berlin Ry 10 to GP&H 10 rebuilt and renumbered 222 by GRR in 1921 into a box-cab rebuilt 1958 as a steeple cab, sold to ITR in 1963 assigned to Charles City, transferred to Mason City in March, 1969.*

NOTE 11 *Ex-Waterloo, Cedar Falls & Northern 100 to Iowa Chapter N.R.H.S. in 1956 to ITR in 1966, destroyed by fire.*

NOTE 12 *Ex-CNS&M 727 sold to Iowa Chapter NRHS 1963 sold to ITR 1968 in service in 1974 as an inspection car.*

Abbreviations used are:

McG-C	McGuire-Cummings Car Co.
BLW	Baldwin Locomotive Works
GE	General Electric Co.
WH	Westinghouse Electric Co.
AC	Allis-Chalmers
EMD	Electro-Motive Division General Motors Corp.
MCB	Master Car Builders
Alco	American Locomotive Co.

The preceding rosters represent thousands of hours of research on the part of many persons. They document the status of research on the history of rolling stock in the State of Iowa as of the date of publication. A blank space in a particular column indicates that the information is not known by CERA. A dash in a column indicates that an entry in that column is not applicable. If you, the reader, can provide any unkown information or are of the opinion that an entry is incorrect please send your information, documented by source material where possible, to: Curator of Corrections, Central Electric Railfans' Association, P O Box 503, Chicago, Illinois 60690.

Cedar Valley Road

WATERLOO, CEDAR FALLS AND NORTHERN RY.

NOT GOOD LOCALLY IN WATERLOO, CEDAR FALLS OR CEDAR RAPIDS

1921 No. 146

PASS Mrs. C. Brink - - -
Wife - Conductor

ACCOUNT

OVER ALL LINES

UNTIL DECEMBER 31ST 1921 UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

VALID WHEN COUNTERSIGNED BY JESSIE RYAN OR J. C. FORBES

COUNTERSIGNED

THE FORT DODGE LINE

1923 No. 570

FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY

PASS R. B. Delafield -------

ACCOUNT Frt. Rep.,
Lake Erie & Western RR Co.

UNTIL DECEMBER 31ST 1923, UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

VALID WHEN COUNTERSIGNED BY C. F. HUTCHINSON OR C. M. KELLY

COUNTERSIGNED BY

C. H. Brooks
PRESIDENT

Cedar Rapids and Iowa City Railway

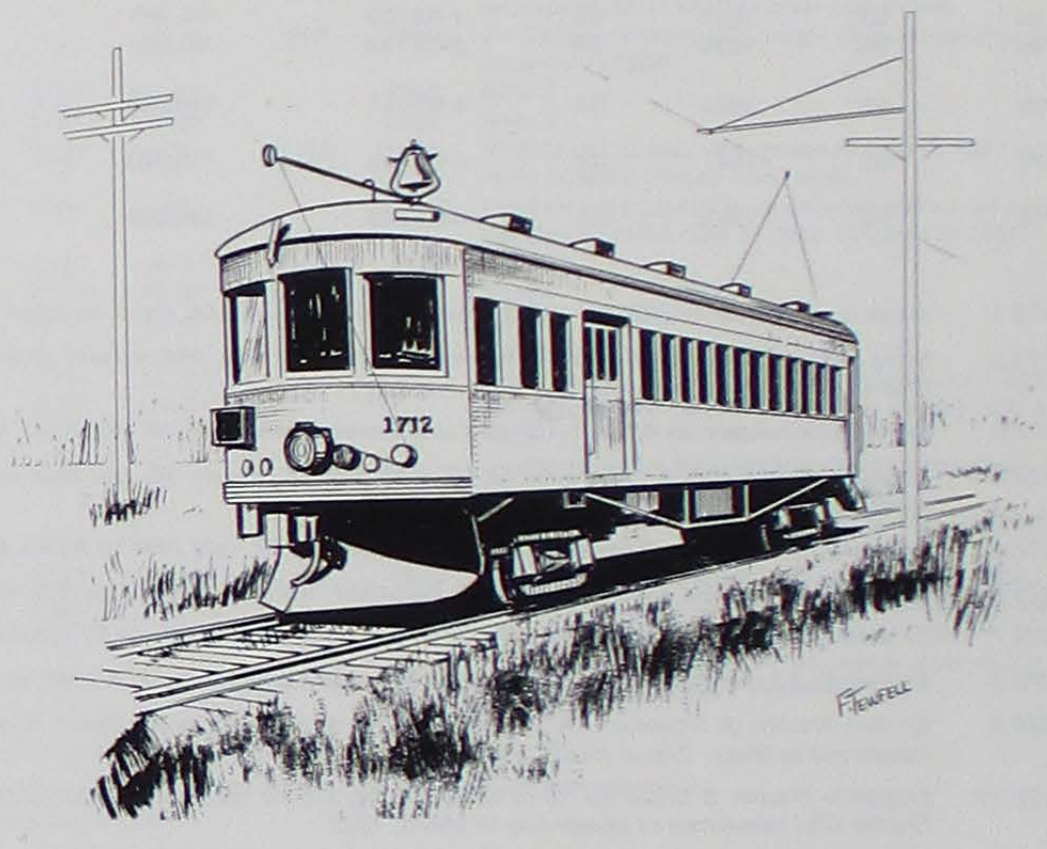
1932 The CRANDIC System No. 814

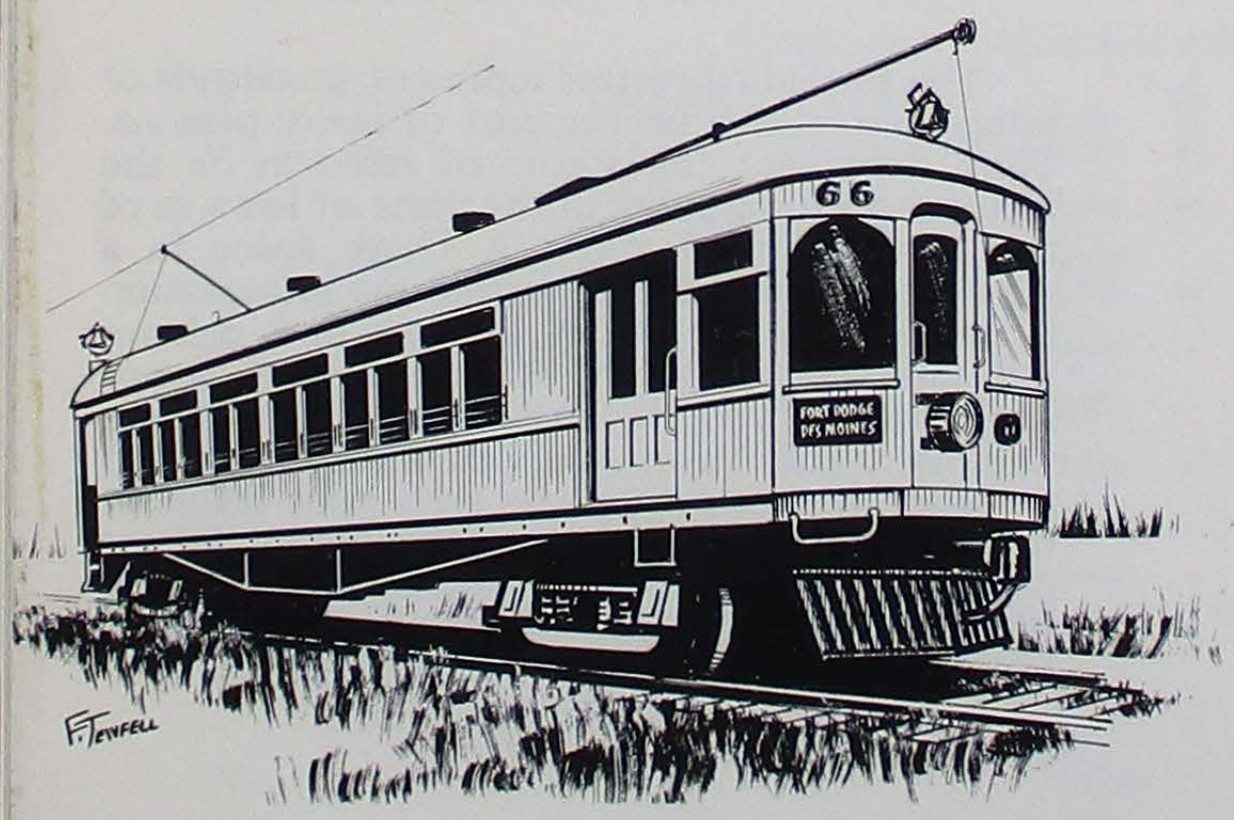
PASS ** Mr. R. B. Delafield **
Traveling Freight Agent
New York Chicago and St. Louis Railroad

GOOD OVER ALL LINES UNTIL DECEMBER 31ST 1932
UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK
VALID WHEN COUNTERSIGNED BY C. S. WOODWARD OR E. F. WINSLOW

COUNTERSIGNED

Sutherland Dowe
VICE-PRESIDENT





Iowa Southern Utilities Co.

NOT GOOD ON CITY LINES

1933-1934 No. 525

PASS

ACCOUNT

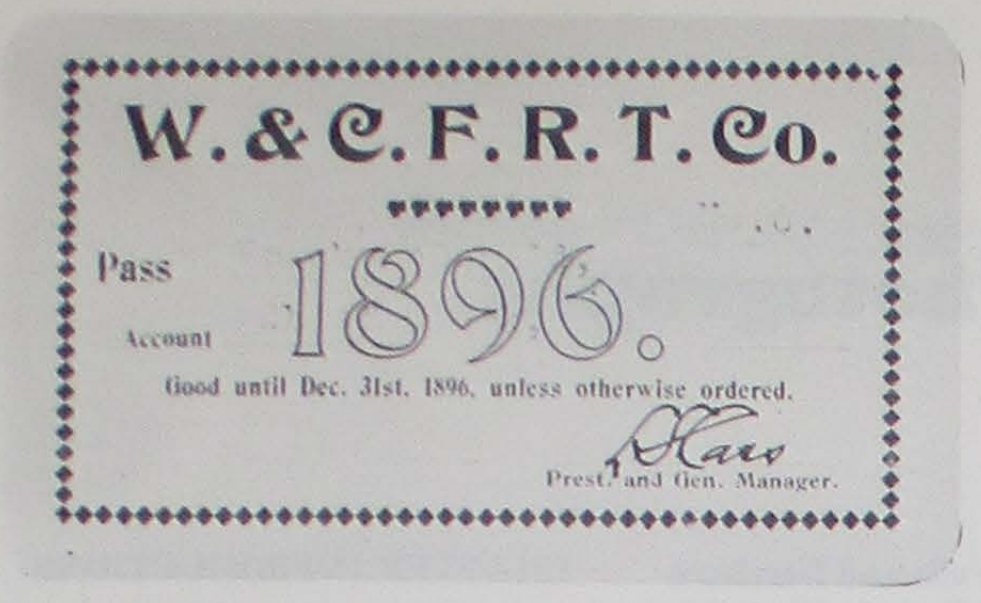
BETWEEN ALL STATIONS

UNTIL DECEMBER 31ST { UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK.

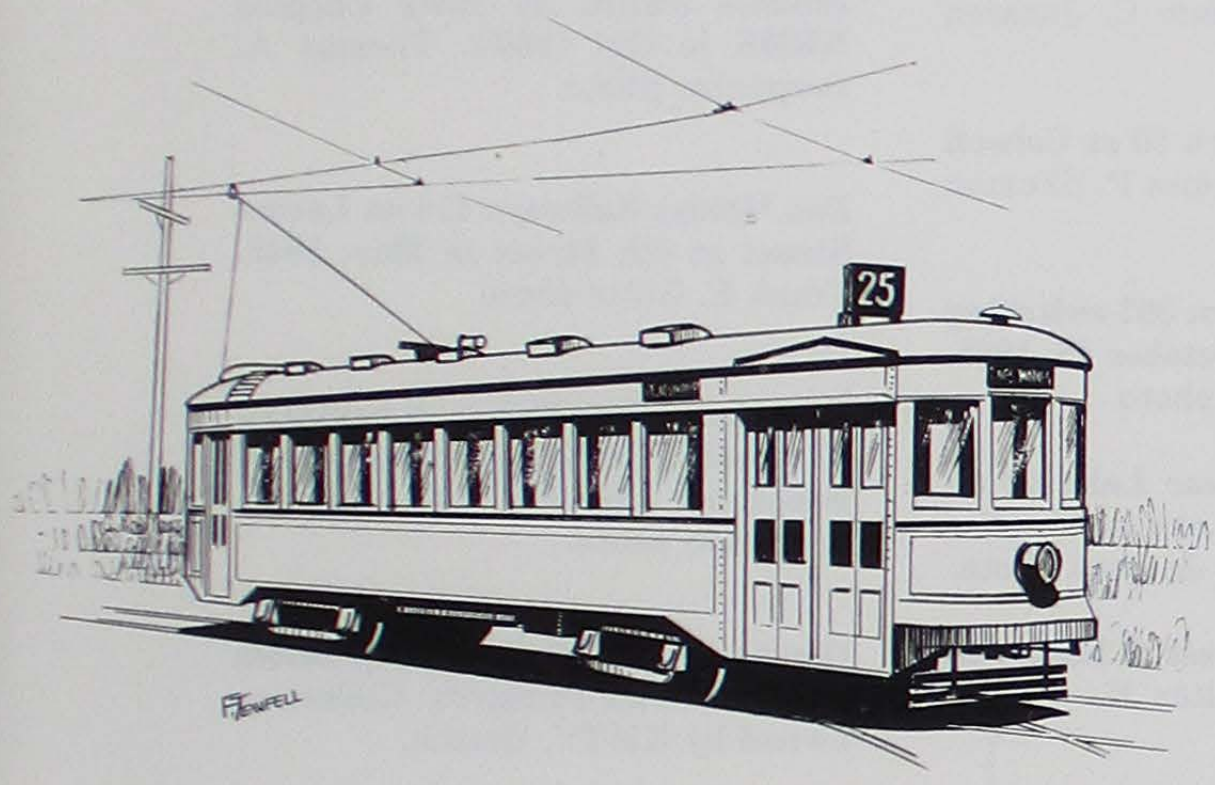
VALID WHEN COUNTERSIGNED BY MYSELF OR H. O. KELLEY.

COUNTERSIGNED BY

Sauvemer S.I.Ry — T.M. — VICE PRES. & GENERAL MANAGER.


W. & C. F. R. T. Co.
Pass
Account
1896.
Good until Dec. 31st, 1896, unless otherwise ordered.
Prest. and Gen. Manager.

UNLESS OTHERWISE ORDERED
1898
Pass Frank McDonald,
Superintendent W.& C.F. R.T. Co.
OVER THE
Waterloo & Cedar Falls Railway
(ELECTRIC ROUTE.)
DURING CURRENT YEAR 1898.
No. 8
PRESIDENT AND GENERAL MANAGER.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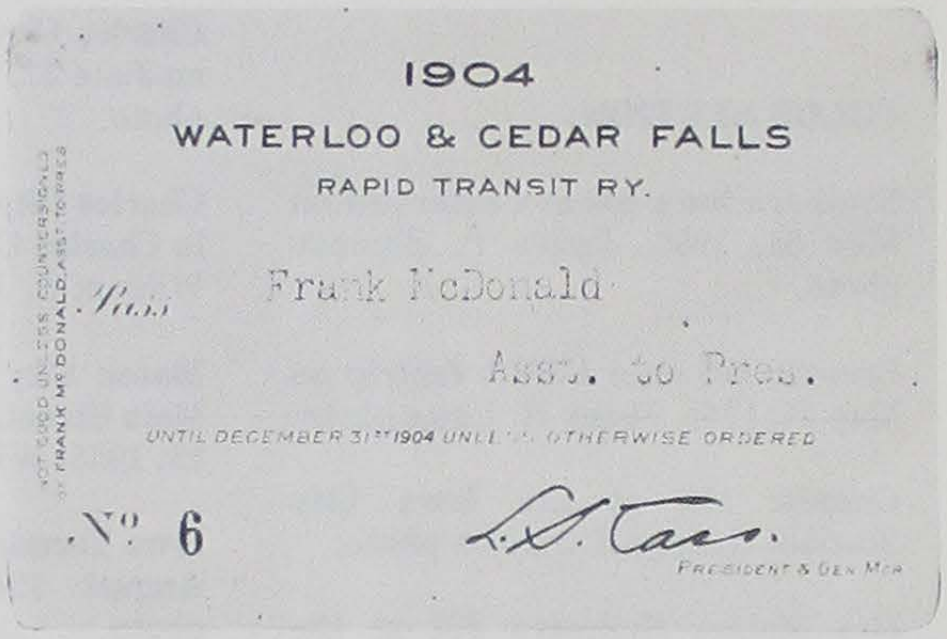
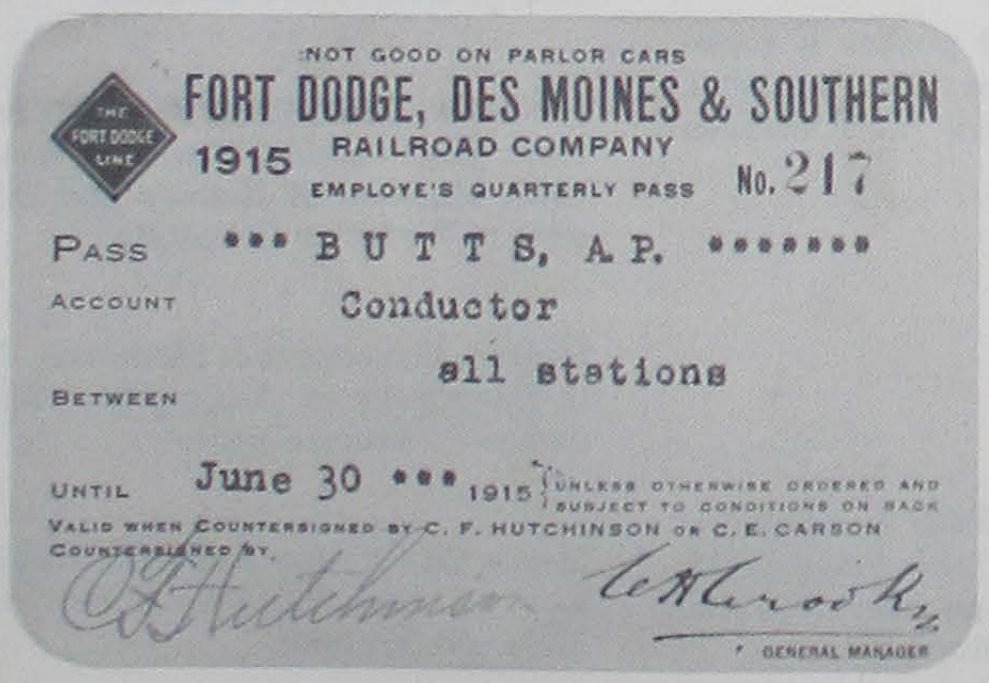
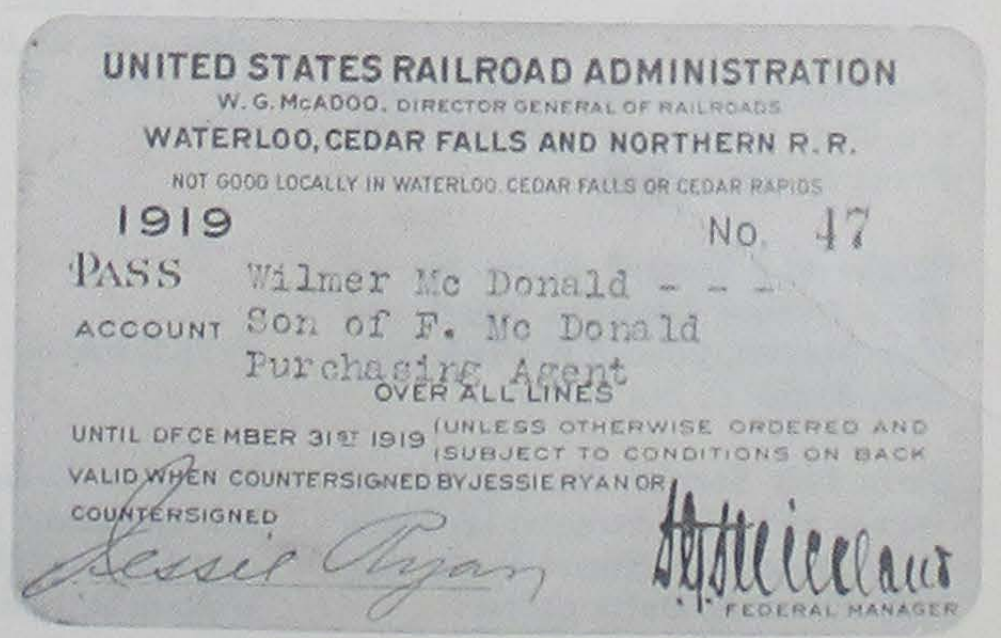

1904
WATERLOO & CEDAR FALLS
RAPID TRANSIT RY.
Pass Frank McDonald
Asst. to Pres.
UNTIL DECEMBER 31ST 1904 UNLESS OTHERWISE ORDERED
No. 6
PRESIDENT & GEN. MGR.


NOT GOOD ON PARLOR CARS
FORT DODGE, DES MOINES & SOUTHERN
1915 RAILROAD COMPANY
EMPLOYE'S QUARTERLY PASS No. 217
PASS *** BUTTS, A.P. *******
ACCOUNT Conductor
BETWEEN all stations
UNTIL June 30 *** 1915 UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK
VALID WHEN COUNTERSIGNED BY C. F. HUTCHINSON OR C. E. CARSON
COUNTERSIGNED BY
GENERAL MANAGER


UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS
WATERLOO, CEDAR FALLS AND NORTHERN R. R.
NOT GOOD LOCALLY IN WATERLOO, CEDAR FALLS OR CEDAR RAPIDS
1919 No. 47
PASS Wilmer Mc Donald - - -
ACCOUNT Son of F. Mc Donald
Purchasing Agent
OVER ALL LINES
UNTIL DECEMBER 31st 1919 UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK
VALID WHEN COUNTERSIGNED BY JESSIE RYAN OR
COUNTERSIGNED
FEDERAL MANAGER

Featured Photographs

DUST COVER:

Waterloo, Cedar Falls and Northern 100 back into the wye at the Waterloo Station as 381 awaits its departure to Cedar Falls on June 5, 1953. James P. Shuman photo.

COLOR SECTION:

Southern Iowa 400 at Centerville on May 31, 1952. James P. Shuman photo.

Crandic 109 on a CERA fantrip on May 31, 1941. Frank E. Butts photo.

Crandic 116 at the Iowa City Station. George Krambles photo.

Des Moines Railways 202 at the carbarn on West 24th Street on July 14, 1940. Frank E. Butts photo.

Des Moines Railways 702 at Urbandale on July 14, 1940. Frank E. Butts photo.

Fort Dodge, Des Moines and Southern 72 on the Des Moines River Bridge at Shady Oaks near Fort Dodge on April 9, 1955. William D. Middleton photo.

Fort Dodge, Des Moines and Southern 62 at Lehigh on July 13, 1940. Frank E. Butts photo.

Omaha and Council Bluffs 801 on First Avenue between Pearl and Main Streets, Council Bluffs in May 1948. Frank E. Butts photo.

Sioux City Service 212 and 213 at Turner and Villa Streets, terminus of the West Third Street line in May 1948. Frank E. Butts photo.

Waterloo, Cedar Falls and Northern 381 near the Ball Park in Waterloo on October 15, 1955. William C. Janssen photo.

Waterloo, Cedar Falls and Northern 100 nears the Chicago Great Western overpass on the Waverly line on May 31, 1953. William C. Janssen photo.

Charles City Western 50 at Colwell on June 22, 1957. James P. Shuman photo.

Charles City Western 303 switching in Charles City on October 15, 1955. William C. Janssen photo.

Mason City and Clear Lake 52 on Main Street, Clear Lake on October 15, 1955. William C. Janssen photo.

Iowa Terminal 60 west of Emery in August 1967. Walter R. Keevil photo.

Des Moines and Central Iowa 1714 at Woodward on July 13, 1940. Frank E. Butts photo.

DUST COVER:

Iowa Terminal 60 pushes a snowplow east of Emery on December 30, 1969. Wendell J. Dillenger photo.

TITLE PAGE:

Waterloo, Cedar Falls & Northern 100 operating as train number 15 near Center Point on April 10, 1955. William D. Middleton photo.

CHAPTER INTRODUCTIONS:

Crandic 117 traverses 4th Avenue Southeast, Cedar Rapids on October 15, 1948. Frank E. Butts photo.

Southern Iowa 101 and former CGW caboose owned by Iowa Chapter NRMS in the 1960's. Thomas A. Carpenter photo.

Des Moines Railways 414 on Locust Street at 4th Street in May, 1948. Frank E. Butts photo.

Fort Dodge Des Moines & Southern 62 crossing the high bridge north of Boone on July 13, 1940. John F. Humiston photo.

Omaha & Council Bluffs 800 series car. Bostwick-Frohardt Collection owned by KMTV, Omaha.

Sioux City Service 50 crossing the Floyd River from East Morningside in August 1940. Edward Frank, Jr. photo.

Ottumwa Street Railway 5 at the Pullman plant in November, 1889. George Krambles Collection.

Waterloo, Cedar Falls & Northern train just outside Waterloo circa 1915. Museum of History and Science of Waterloo Collection.

Clinton, Davenport & Muscatine 21 in Davenport on August 26, 1938. James P. Shuman photo.

Mason City & Clear Lake 4 at Mason City on June 9, 1935. Robert V. Mehlenbeck photo.

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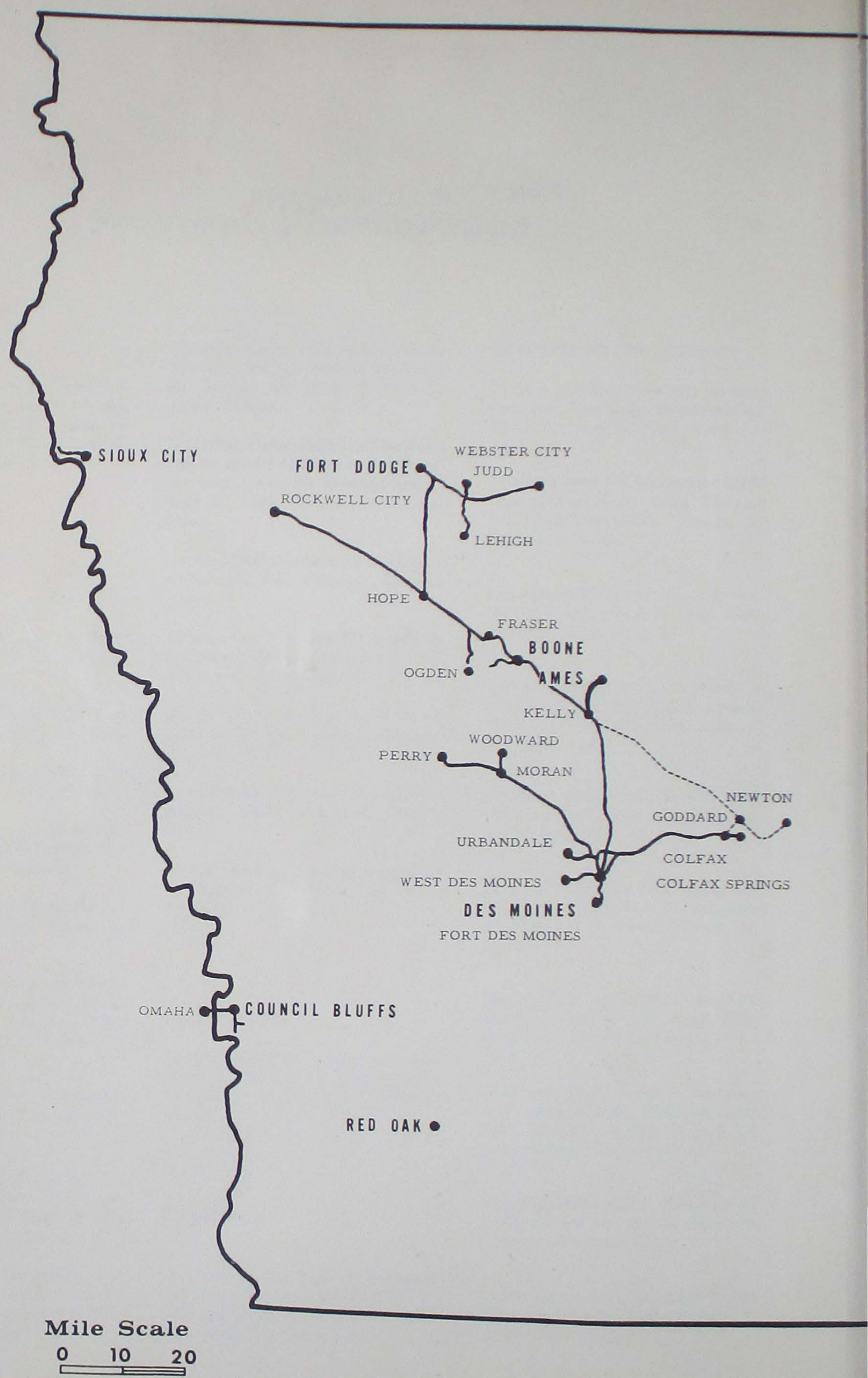
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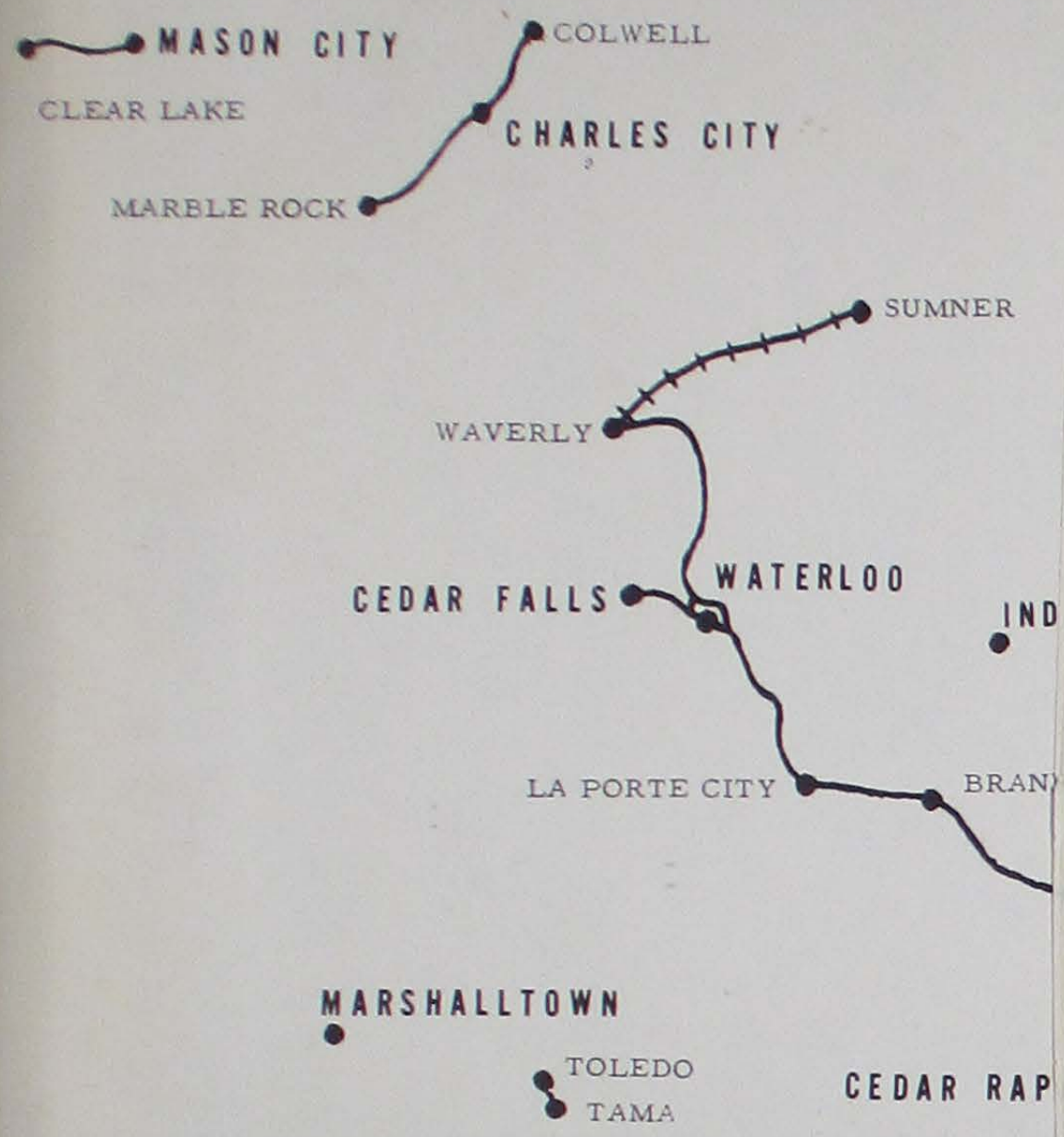

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